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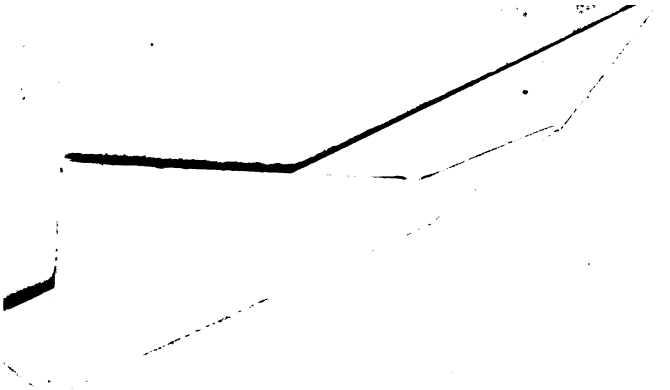

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Volume 3 contains No. 2 part 3, (Report of Secretary of War, 2d part, and Reports of Secretary of the Navy and Postmaster General.)
Volume 4 contains No. 2 part 4, (maps.)
Volume 5 contains No. 1 to No. 15, except No. 2, parts 1, 2, 3, 4, No. 11 and No. 12, parts 1 and 2.
Volume 6 contains No. 11, Patent Office Report, (Agriculture.)
Volume 7 contains No. 12 part 1, Patent Office Report, (Mechanical.)
Volume 8 contains No. 12 part 2, Patent Office Report, (Mechanical.)
Volume 9 contains No. 16 to No. 37, except No. 30.
Volume 10 contains No. 30.
Volume 11 contains No. 38 to No. 58, except No. 52.
Volume 12 contains Report on Commerce and Navigation.
Volume 13 contains No. 52, in quarto.
Volume 14 contains No. 59, in quarto.
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THE SENATE OF THE UNITED STATES,

FIRST SESSION OF THE THIRTY-SIXTH CONGRESS,

1859-60.

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36TH CONGRESS, 1st Session. } SENATE. { Ex. Doc. No. 2.

MESSAGE

FROM THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE FIRST SESSION

OF THE THIRTY-SIXTH CONGRESS.

DECEMBER 27, 1859.—Read. Motion to print submitted by Mr. BRIGHT.
JANUARY 5, 1860.—Motion to print referred to the Committee on Printing
JANUARY 19, 1860.—Report in favor of printing the usual number of the message with the accompanying documents submitted, considered, and agreed to.

VOLUME III.

WASHINGTON:
GEORGE W. BOWMAN, PRINTER.
1860.

REPORT

OF THE

THE SECRETARY OF WAR.

DECEMBER, 1859.

APPENDIX F.

WAR DEPARTMENT,
Washington, March 18, 1858.

SIR: At the request of many citizens interested in the navigation of the Cape Fear river, North Carolina, the department has determined to appoint a commission to examine into the condition of the entrances to that river, the works erected for their preservation and improvement, the effects produced by those works, and what modifications, if any, should be made in the plan for the improvement of the entrance to that river, submitted by the commission appointed in 1853. The commission will report to you the result of their labors, and in communicating their report to the department it is desired that your views should accompany it. The commission will be composed of Professor A. D. Bache, Superintendent of the United States Coast Survey; Hon. I. I. Stevens, U. S. House of Representatives; Lieutenant J. N. Maffit, U. S. navy; Captain A. A. Humphreys, topogrophical engineers, U. S. A.; Captain W. B. Franklin, topographical engineers, U. S. A.; Lieutenant W. H. C. Whiting, corps engineers, U. S. A.

The first three gentlemen have signified their willingness to serve upon the commission.

You will acquaint the members of the commission of their appointments, and take such other steps to carry into effect the wishes of the department as may be necessary.

The expenses of the commission will be defrayed from the appropriation for the improvement of the Cape Fear river.

Very respectfully, your obedient servant,

JOHN B. FLOYD,
Secretary of War.

Colonel J. J. ABERT,
Chief of Corps of Topographical Engineers.

WASHINGTON, D. C., *December* 30, 1858.

SIR: The commission appointed March 19, 1858, by order of the Secretary of War, to examine into and report upon sundry matters in connection with the works undertaken by the general government, for the protection and improvement of the channel at the mouth of Cape Fear river, North Carolina, has the honor to make the following report:

REPORT.

The commission met on the 24th of March, 1858, and organized by the appointment of Professor A. D. Bache, superintendent coast survey, president, and Captain William B. Franklin, corps topographical engineers, secretary. On March 29, the commission made a cursory examination of the Cape Fear river, from Wilmington to near the mouth, and spent the day in making a more particular examination

of Bald Head, and the shore in its vicinity; the jetties at Fort Caswell and Zeke's Island, with the works for its preservation. Lieutenant Whiting, corps of engineers, a member of the commission, has reported by telegraph to the president, that he could not meet the commission at Wilmington, on account of other important duties. So the examination of the locality was made in his absence.

On the 30th of March the commission met at Wilmington.

From the examination made on the 29th of March, and from a comparison of the various maps of the entrance of the Cape Fear, the commission is of opinion that the works executed there have fulfilled the end for which they were intended; but in order that a more strict investigation might be made, it was—

Resolved, That the Superintendent of the Coast Survey be requested to have a survey made of New Inlet and the main entrance to Cape Fear river, North Carolina, the commission believing an accurate survey necessary to enable it to come to a correct conclusion on the subject of its investigation.

The secretary was directed to compile an account of the works, from their commencement in 1853 to the great storm of September, 1857, in which they received so much injury. The commission then adjourned, to meet when called together by the president.

The following statement was compiled by the secretary, in compliance with the directions of the commission. In the summer of 1853, Captain Woodbury, corps of engineers, commenced the construction of a stone jetty, at Bald Head, the direction of which was perpendicular to the outside beach. Its length was three hundred feet, and in October, 1854, he reports that the beach had made out two hundred feet, and that the increase extended along the shore to the north about seven hundred feet, gradually diminishing from the jetty to that point. Another jetty was built in the inner angle of the first for its protection. This was one hundred feet long; large stones were thrown together upon the line of the railroad for a length of three hundred feet, leading from the wharf to the first jetty, and a heavy brush fence, about five hundred yards long, was run parallel to the outer beach, intended to raise a barrier of sand against the overflow of that part of the beach by storm tides. The fence did good service, and when the works were inspected by the commission, its beneficial effects were very apparent, though the fence was much decayed and weakened from age.

In March, 1854, a wharf and temporary quarters were commenced at Zeke's Island, which forms the south side of the new inlet.

In May, a railroad was commenced at the wharf, and by the 30th September, about two thousand feet were laid. The northern of the two breaches in Zeke's Island had been partly closed in the summer of 1854, but a storm in September of that year enlarged it beyond its original dimensions.

In October, 1854, the southernmost of the two breaches was still overflowed at high-water. At the same date the northern breach was one thousand two hundred feet wide, and twelve feet deep at the deepest place, the average depth being probably less than four feet.

The total expenditure on all the works in 1853 and 1854, was

$36,920 27, which includes $3,750 06 spent from a subscription by the citizens of Wilmington.

In November and December, 1854, the sand between the two northern breaches in Zeke's Island was washed away, leaving a single opening two thousand three hundred feet broad at high water, one thousand two hundred feet broad at low water. In the season of 1855, a pile railroad was extended entirely over this opening, and five thousand four hundred and eighty-five tons of stone deposited in it. Its width was reduced by the action of this work to one thousand one hundred feet at high water, and to seven hundred feet at low water. The entire opening was covered with grillages sunk by stone. During the same season, six hundred and fifty-four tons of stone were deposited on the main jetties at Bald Head, and the accumulation of sand at that point continued. Several short jetties had been run out on Zeke's Island in the same season perpendicular to the outer beach.

Captain Woodbury reported in 1855, that simultaneously with the commencement of operations on Bald Head, in 1853, the western or Oak Island channel began to improve, increasing in depth from six feet in 1853 to nine feet by the time the jetty had been carried out three hundred feet. From that time till 1855, the channel had remained at a depth varying from eight to ten feet, and the main or eastern channel was no longer used. Captain Woodbury attributed this improvement to the works at Bald Head.

The expenditure from October 1, 1854 to October 1, 1855, was $56,830, making the total expenditure to that date $93,750.

In November, 1855, the work across the large opening in Zeke's Island was destroyed by a gale. It was rebuilt during the next year by Lieutenant Whiting, corps of engineers, who used sheet piling and gunny-bags, filled with sand to stop the breach. On the 10th of October, 1856, he reports the width of the opening, reduced to less than sixty feet, and the depth to five feet. The jetties built perpendicular to the beach, were strengthened by three thousand seven and fifty tons of stone. The wharf at Zeke's Island was enlarged this year, and another temporary railroad was built. At Bald Head the wharf was lengthened twenty feet, and six hundred tons of stone were placed on the jetties. The condition of the beach at Bald Head, in, October, 1856, is reported excellent.

October 11, 1856, Lieutenant Whiting reports the large opening in Zeke's Island as entirely closed. The amount expended from October 1, 1855, to October 1, 1856, was $45,000, making the total expenditure on all the works, including Bald Head, $138,750.

September 1, 1857, Colonel Turnbull reports that a beach had formed all along the inlet closed by Lieutenant Whiting, and expresses an opinion that, if the jetties were sufficiently extended, the closure would be permanent; though, in his opinion, they were at that time too short.

On November 7, 1857, Colonel Turnbull transmits a map of a survey made to show the effects of the gale of the 11th, 12th, and 13th of September, 1857, on the works, and reports that the northern inlet or opening (that closed by Lieutenant Whiting) had again opened, and that its width was 2,420 feet. Two other openings had also been made

south of it, respectively 2,530 and 650 feet broad. He, also, is of opinion that these two last inlets will be closed by natural causes.

In view of the facts contained in the foregoing statements, and those observed by the commission in March last, the following conclusions have been arrived at.

1. The works on Bald Head, consisting of stone jetties and brush fences, have collected and retained the sand on that point, entirely preventing the abrasion which was in progress there in the spring of 1852, and which bid fair to ruin the channels of the Cape Fear river. The beach at this point has increased sea-ward a distance of 300 feet, the increase commencing 700 feet from the Head.

2. The works on Zeke's Island, which forms the south side of New Inlet, have also fulfilled that object, although, when they were commenced in March, 1854, the danger of the total destruction of the island by the sea was much greater than it appeared in 1852, when the commission, upon whose report the works were appropriated for and undertaken, examined the mouths of the river. In the report of that commission the width of the northernmost breach in Zeke's Island is stated as 1,200 feet, and its depth 4 feet at low water. Captain Woodbury, in his report of October, 1854, states that another breach had been made still further north, and this was still open in the fall of 1854. The breadth of that which the commission examined in 1852 was, in 1854, still 1,200 feet, and its greatest depth 12 feet. In December, 1854, these two inlets were merged into one, so that the breadth of the northern breach, instead of 1,200 feet, as it was in 1852, was, in December, 1854, 2,300 feet. Notwithstanding these drawbacks, which must be looked for in every work of this kind, all three of the breaches in Zeke's Island were finally closed in 1856, and a beach had formed in front of the works, closing them, showing that nothing but time was required to make the closure permanent.

But in the fall of 1857, September 11, 12, and 13, the most severe storm occurred that has visited our southern coasts for the last three generations—in fact the severest of any of which there is record. The works on Zeke's Island were nearly entirely destroyed. The beaches in front of the works which closed the inlets were washed away, and three breaches were opened in the island. The northernmost one was 2,420 feet wide, and the other two respectively 2,530 and 660 feet wide. One year more of ordinary weather, with ordinary storms, would have made the island secure; but the occurrence of the extraordinarily severe storm referred to, made memorable to the country by the loss of the Central America, has thrown back the condition of Zeke's Island to where it was in 1852; that is, three dangerous breaches exist in it; and unless these be closed, the near destruction of the island is to be apprehended. Had the whole amount of money estimated as the cost of this work been appropriated, there is no doubt, in the opinion of the commission, that the works would have been made strong enough to resist even this storm.

The commission is of opinion that it would be superfluous to go into a thorough discussion of the tides, currents, and shoals at the mouth of the Cape Fear. That work has been well done by the commission of 1852; and the present commission has been unable to learn any new

or important facts, which would throw any new light on the subject. The following conclusions and recommendations are therefore presented as the results of the labors of the commission:

The commission has come to the conclusion that, if the mouths of the Cape Fear river are left in their present state, both New Inlet and the main channel will gradually grow more shoal, but to what extent is not in the power of any one to say.

The inlet between New Inlet and the mouth of the river will probably preserve their regimen until another great storm like that of September, 1857, when it is likely that other inlets may be opened in the northern part of Smith's Island, and that, by this process, it is much to be feared that the water in New Inlet and the main channel will be materially diminished. It is evident that the occurrence of such a state of things will have a deleterious influence upon the trade of the Cape Fear river, if it does not entirely destroy it.

The commission is, therefore, of opinion that the mouths of the river should by no means be left in their present state, and will indicate what work should, in its judgment, be first undertaken.

It should be first stated that the works recommended by the board which sat in 1852 were, in the opinion of the commission, entirely efficient so far as they were carried out, having, as is shown by the Coast Survey maps, caused an increase in the depth of the Oak Island channel of between one and two feet. It is likely that this good effect produced in one year would have been much increased had the works remained. The fact that, immediately after the destruction of the Zeke's Island works, the Oak Island channel began to shoal is conclusive, taken in connection with its previous deepening, that the latter effect was produced by the Zeke's Island works.

1. The commission is of opinion that the first important step to take in any further attempt to improve the entrance to the Cape Fear river, is to renew the works for the closing of the small inlets on Zeke's Island and the jetties for the preservation of the outer beach of that island.

2. The next step in importance is the protection of the beach of the northern part of Smith's Island. This beach being narrow and low, there is danger that, after the closing of the inlets on Zeke's Island, the sea might break through it, and thus, by turning Zeke's Island, as it were, produce all of the bad effects of the inlets now in that island. The commission is therefore of opinion that this beach should be strengthened by stone jetties built seawards from the shore, nearly perpendicular to its line, at proper intervals, along the whole of this weak part of the beach.

The proper direction and length of these jetties, and the manner of their construction, should be left to the discretion of the engineer in charge of the work.

These works being completed, that is the Zeke's Island inlets closed, and the outer beach of Smith's Island thoroughly protected, it is the opinion of the commission that the depth of the main entrance of the river will be materially increased.

This entrance should be carefully watched, and if its depth in the course of two or three years should not increase so as to permit the passage of vessels drawing the amount of water which can be carried

up to Wilmington in the river, the closing of New Inlet should be undertaken.

The commission considers that it is its duty to state its belief that if any appropriation for these works be made, the whole amount should, if possible, be appropriated at once, and that the appropriation of small amounts from year to year will be a waste of money.

The following estimates for closing the Zeke's Island inlet, and for strengthening Smith's Island beach are submitted:

Estimate.

Closure of Zeke's Island inlet	$100,000
Closure of the last inlet	100,000
Railroad for the deposit of jetties	41,000
Thirty-two jetties, fifty yards each, 59,200 tons stone, at $3 25, laid	192,400
	$443,400

Respectfully submitted by

A. D. BACHE,
ISAAC I. STEVENS,
J. N. MAFFIT,
A. A. HUMPHREYS,
Captain Topographical Engineers.
WM. B. FRANKLIN,
Captain Topographical Engineers.
A. H. C. WHITING,
Captain Corps of Engineers.

WASHINGTON, D. C., *January* 21, 1859.

SIR: I have the honor to inclose with this the report of the commission appointed by the letter of the honorable Secretary of War, dated March 18, 1858, "to examine into the condition of the entrances of Cape Fear river, the works erected for their preservation and improvement, the effects produced by those works, and what modification, if any, should be made in the plan for the improvement of the entrance to that river submitted by the commission appointed in 1853."

I also inclose a copy of the letter of the honorable Secretary.

Very respectfully, your obedient servant,

WM. B. FRANKLIN,
Captain Corps Topographical Engineers.

Colonel J. J. ABERT,
Corps of Topographical Engineers.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, January 29, 1859.

SIR: The commission appointed by the honorable Secretary of War on the 18th of March, 1858, "to examine into the condition of the entrances of the Cape Fear river, the works erected for their preservation and improvement, the effects produced by those works, and what modification, if any, should be made in the plan for the improvement of the entrance to that river submitted by the commission appointed in 1853," has, through its secretary, submitted its report.

The honorable Secretary of War directed the bureau, in communicating the report of the commission to the department, to express its views.

The commission has, upon a personal examination of the locality, and from a comparison of the various maps of the entrance of the Cape Fear, expressed its opinion that the works executed there have fulfilled the purpose for which they were intended. An account of the works from their commencement in 1853 to the great storm of 1857, in which they received so much injury, has been compiled by the commission, and, in view of the facts contained therein, and those observed by the commission in its personal examination, the commission has come to the following conclusions:

"1. The works on Bald Head, consisting of stone jetties and brush fence, have collected and retained the sand on that point, entirely preventing the abrasion which was in progress there in the spring of 1852, and which bid fair to ruin the channels of the Cape Fear river.

"2. The works on Zeke's Island, which forms the south side of New Inlet, have also fulfilled their object, although when they were commenced in March, 1854, the danger of the total destruction of the island by the sea was much greater than it appeared in 1852, when the commission, upon whose report the works were undertaken and appropriated for, examined the mouths of the river.

"The commission has come to the conclusion that if the mouths of the Cape Fear river are left in their present state, both New Inlet and the main channel will grow more shoal; but to what extent it is not in the power of any one to say.

"The inlets between New Inlet and the mouth of the river will probably preserve their regimen until another great storm like that of September, 1857, when it is likely that other inlets may be opened in the northern part of Smith's Island, and by this process it is much to be feared that the water in New Inlet and the main channel will be materially diminished.

"The commission is, therefore, of opinion that the mouths of the river should by no means be left in their present state, and will indicate what works should, in its judgment, be first undertaken.

"1. The commission is of opinion that the first important step to take in any further attempt to improve the entrance of the Cape Fear river, is to renew the works for the closing of the small inlets in Zeke's Island, and the jetties for the preservation of the outer beach of that island.

"2. The next step in importance is the protection of the beach of

the northern part of Smith's Island. This beach, being narrow and low, there is no danger that after the closing of the inlets on Zeke's Island the sea might break through it, and thus, by turning Zeke's Island, as it were, produce all the bad effects of the inlets now in that island. The commission is, therefore, of opinion that this beach should be strengthened by stone jetties, built sea-ward from the shore, nearly perpendicular to its line, at proper intervals along the whole of this weak part of the beach. The proper direction and length of these jetties, and the manner of their construction, should be left to the discretion of the engineer in charge of the work."

The commission estimate, for closing the Zeke's Island inlets and for strengthening Smith's Island beach, the sum of $443,400, all of which should be appropriated at once. The appropriation of small amounts from year to year would be a waste of money.

The foregoing conclusions and recommendations of the commission are fully concurred in by this bureau.

The commission has also expressed its opinion that, these works being completed, the depth at the main entrance of the river will be materially increased. If, however, its depth should not increase so as to permit the passage of vessels drawing the amount of water which can be carried up to Wilmington in the river, the commission is of opinion that the closing of New Inlet should be undertaken.

The report of the commission is herewith transmitted.

Respectfully, sir, your obedient servant,

J. J. ABERT,
Col. Corps Top. Engineers.

Hon. J. B. FLOYD, *Secretary of War.*

APPENDIX G.

DETROIT, MICHIGAN, *May* 9, 1859.

SIR: The board of engineers organized in conformity to your letter to the honorable Secretary of War, dated March 1, 1859, for the purpose of making certain examinations upon the construction of the railroad bridge across the Mississippi river, between Rock Island, in the State of Illinois, and Davenport, in the State of Iowa, has the honor to submit the following

REPORT.

The board was furnished with copies of the letter addressed to the honorable Secretary of War, by certain Senators and Representatives in Congress, asking for its appointment, and the letter of the Bureau of Topographical Engineers to the War Department, specifying points for the board to examine and report upon, (Appendix A and B.) Copies of the maps of the survey of Rock Island rapids, made by Captain R. E. Lee, corps of engineers, in 1837, and of the survey of the same rapids,

made by Lieutenant G. K. Warren, corps of topographical engineers, in 1853, were also furnished.

It being understood that the condition of the bridge was a subject of greater complaint at high than at low stages of water, the board awaited the intimation of Mr. J. W. Bissell, agent of the St. Louis Chamber of Commerce, that the river was in a favorable condition for examination, upon the receipt of which information, it proceeded to Davenport, Iowa, arriving there on the 22d of April last. At Davenport the board found Mr. Bissell, with assistants, instruments, &c. It also met the president, superintendent, and other officers of the railroad companies interested in the bridge, from whom it received detailed drawings of the bridge in all its parts, with surveys of the river, and other valuable information, saving much time in the examination.

The board takes this occasion to express its thanks to all of the above-mentioned gentlemen for the courtesy extended to it during its visit.

As the board was advised of the fact that the expenses of the examination were to be borne by the St. Louis Chamber of Commerce, and found Mr. Bissell prepared with the necessary means, it proceeded at once to make the observations requisite to enable it correctly to report upon the various points submitted to it in its instructions.

From the drawings above alluded to, and from personal examination, the board found that the railroad bridge is placed at the foot of the rapids, and is thrown from the island of Rock Island to the city of Davenport, Iowa; that it is supported by two stone abutments on the shores, and six stone piers. The spans (five in number) are 250 feet broad, the draw spans being at the water-level (9½ feet stage) 117 and 112 feet, respectively, making the whole length of the bridge 1,535 feet.

The piers, except those of the draws, are thirty-five feet long and seven feet broad at top, and fifty-three feet long and eleven feet broad at the bottom. The two small draw piers are thirty-eight feet long and ten feet broad at top, and fifty-four feet long and fourteen broad at the bottom. The turn-table pier, including the guard pier and starling, is three hundred and fifty-five feet long and forty and one third feet broad at the top, and three hundred and eighty-six feet long and forty-five feet broad at the bottom. This pier is composed of a stone center pier thirty-five feet in diameter at the top, the remainder being crib work filled with stone. The up stream starlings of all the piers are isosceles right-angled triangles. The center line of the roadway crosses the turn-table pier two hundred and ten feet from its head, this pier being one hundred and fifteen longer and nineteen feet wider on top than the truss which forms the draw. The superstructure of wood built upon Howe's patent is twenty feet above ordinary high and thirty-three feet above ordinary low water.

The first points to which the board directed its examinations were the velocities and directions of the currents. To determine these with accuracy, bases were measured above and below the bridge, and observers with theodolites were stationed at each extremity of these bases. Floats of different depths ranging from one to eight feet were started in all parts of the stream, and simultaneous angles were taken to them

at given intervals, by which means the exact path of the float and the velocity were determined with accuracy. Additional observations were made with Masi's patent log, care being taken to compare a sufficient number of the velocities obtained from these with those determined by the floats, to get the correction which these instruments require. The results of these observations are shown graphically on the map submitted with this report and are also tabulated and annexed in the Appendix C.

By examining the map and table, it will be seen that the current in the main channel, at a point one thousand two hundred feet above the bridge and beyond its influence, is 4.3 miles per hour; that under the bridge it varies from 4.5 to 6.4 miles per hour; and that at a point one thousand seven hundred feet below the bridge where the river has resumed its regimen, the current is 3.75 miles per hour; and finally, that at a point one mile below the bridge it is only 2.8 miles per hour.

It will be seen that above the bridge the direction of the current makes with the axis of the piers, different angles varying from 26° to 14° 30′; that through the Illinois draw of the bridge, the angle with the axis of the pier is 5°, and that below the bridge the angle varies from 8° to 9° 30′.

After obtaining the directions and velocities of the currents, the differences of level of the water in and about the Illinois draw were determined. These levels are shown in the annexed sketch, (Appendix D.) An inspection of these levels will show that the fall of the water from the head to the foot of the turn-table pier is sixteen inches. Other differences of level are also given. The board, with the data furnished by the company, viz: the cross-section of the river under the bridge, and the detailed dimensions of the piers, has computed the obstructions to the flow of the water due to the submerged part of the bridge.

The obstruction due to each pier was computed as follows: The cross-section of the submerged part of the pier, perpendicular to its length, was computed from the data furnished by the railroad company. This area was multiplied by the cosine of the angle of inclination of the current to the axis of the pier. The product was the obstruction due to the width of the pier.

The area of the submerged side of the pier was multiplied by the sine of the angle of inclination of the current to the axis of the pier. The product was the obstruction due to the length of the pier. This product added to the first, gave the total obstruction due to the pier. The starlings have been left out of consideration in the calculations, and only the length of the straight part of each pier has been taken. The results of these computations are attached to this report.—(Appendix E.)

An inspection of this table shows that the total obstruction presented to the flow of the water is 4,881 square feet, and that the portion of this amount due to the inclination of the current is 3,216.2 square feet, or .66 of the whole: that is, were the same piers placed parallel to the current, the obstruction to the flow of the water would be about one third of what it now is.

The board also computed the height of backwater due to this obstruc-

tion and the increase of velocity imparted to the current thereby. The data for this computation were the elements of the cross-section and piers, as furnished by the railroad company, and the assumed mean velocity at the site of the bridge, prior to its construction, four miles per hour. This last quantity was deduced, in the absence of actual observation, by finding it to be the mean velocity above the bridge, and beyond its influence, at a point where the area of the cross-section was the same as that of the site of the bridge. The computation and its results are given in the Appendix F.

The general level of the river is raised by the piers of the bridge .49 feet, or nearly six inches, and the increase of the mean velocity due to the contraction of the water-way is 2.27 feet per second, or 1.55 miles per hour, making the computed velocity under the bridge 5.55 miles per hour.

The board finally examined the river below Rock Island, and carried a line of soundings across the river on the line of the ferry between the cities of Rock Island and Davenport. The maximum depth in the channel-way was found near the Iowa shore to be about twenty-two feet, and the velocity of the current 2.8 miles per hour. The bottom in the channel-way was rock, and in other parts coarse gravel and sand.

The board has now presented all of the facts collected by it, and proceeds to report *seriatim* upon the points referred to in the letter of the Bureau of Topographical Engineers, dated March 1, 1859, a copy of which is hereto appended.—(Appendix B.)

1. The board is of opinion that the railroad bridge which crosses the Mississippi river between Rock Island, in the State of Illinois, and Davenport, in the State of Iowa, is not constructed according to correct principles, reference being had to the interests of navigation.

2. The piers of the said bridge are not of the best form, and that there was no practical difficulty in constructing them of the proper form. With the exception of the turn-table pier, the board is of opinion that the defective form of the piers is a matter of no material importance. The turn-table pier will be more particularly referred to in the answer to the next question.

3. The only pier larger than is necessary is the turn-table pier. This pier, in the opinion of the board, should have been constructed no longer or broader than was absolutely necessary to sustain the truss when the draw is open, and protect it from injury by passing boats. It might have been constructed with a length of 295 feet, affording ample support and protection, and being actually 355 feet in length, the difference, sixty feet, is unnecessary and, in the judgment of the board, pernicious. The effect of making it longer than was absolutely required, is to contract the water-way, increase the velocity, narrow the draw-passage, and present more surface for boats to strike against, thus increasing the difficulty of their passage through the draw. In a pier of this size, the form of the starling is of importance, and the upper faces of the pier should have been curved surfaces.

4. The piers are not placed parallel to the current, but at angles varing from 26° to 14° 30′. The effect of this obliquity is to treble the obstruction to the flow of the water, and consequently to affect the

increase of velocity in the same ratio. Another consequence is, that the passages of steamboats and rafts through the draw and between the piers are rendered much more difficult and hazardous. Furthermore, the draw on the Iowa side is rendered useless by the formation of an eddy therein.

5. The velocities of the different parts of the river in the vicinity of the bridge, have already been stated, and will be found tabulated in Appendix C.

6. The eddy on the Iowa side of the turn-table pier, as nearly as could be estimated, is about one hundred feet wide at the foot of the pier, and the turbulence or boiling of the water extends about five hundred feet below. This eddy, however, is constantly varying in its position and dimensions. Its effect on the passages of boats ascending and descending is undoubtedly to render them more difficult, on account of the care required to avoid getting one part of the boat in it while another part is in the current of the draw. It has been previously stated that the effect of this eddy in the Iowa draw, is to render it useless.

7. The surface of the water at the up-stream end of the turn-table pier is sixteen and a half inches above the surface of the water at the down-stream end. The extent of the backwater or remon, as nearly as could be estimated, is about one hundred and fifty feet.

8. The bridge is badly located, and, in consequence of this bad location, is a greater obstruction to the passages of steamboats and rafts than would have been necessary, had the location been good. Any site in the vicinity, below Rock Island, out of the rapid current, would have been better. The board having this fact in view, examined the line of the ferry between Rock Island city and Davenport, and found that there would be no practical difficulty in the erection of a bridge at this site, or near it, which bridge, if constructed on proper principles would be no material obstruction to navigation.

9. The board under this head deems it expedient to submit a statement of the number of steamboats and rafts which have passed the bridge, as well as the number of passengers and loaded cars that have crossed it since its opening. These statistics, obtained from the records and reports of the railroad company, are submitted, to show the magnitude of the interests involved in the commerce that passes over and under the bridge, (Appendix G.) The board passed the bridge in steamboats ascending and descending, and also witnessed the passage of numerous boats and rafts.

The question of the practical difficulty of passing the bridge being dependent on the size and power of the boat, the draft of water, shape of hull, and obedience to helm, shape of the upper works and direction and force of the wind, together with the personal skill and judgment with which the boat is managed—conditions, varying with each boat, and requiring special knowledge—the board has not thought it incumbent upon it to enter into its discussion, particularly as it is well known that this matter is now before the courts, and that the testimony of experts is being taken.

The board, too, has considered that the duty imposed upon it is one purely of engineering. In this view of the case, it has endeavored to

collect all of the facts and data for the correct solution of the problem, with an earnest desire to bring into the discussion only material points, and in its deductions to do justice to all parties concerned.

In conclusion, the board considers it proper to recapitulate some of the well-known principles of bridge building, to show how far they have been conformed to, or departed from in the Rock Island bridge. These principles are:

First. That at a given place, in locating a bridge over any stream, the site where the velocity of the current is a minimum should be selected.

Second. That in designing a bridge, the piers should have a minimum cross-section consistent with the support of the superstructure, thus offering the least obstruction to the flow of the water, and increasing the velocity of the current as little as possible.

Third. The piers should always be placed parallel to the thread of the stream, for the same reasons as those stated in the second principle, and because they thus render the passage of boats and rafts less difficult.

Fourth. In designing a bridge over a river having a large commerce in boats and rafts, the draws and spans should be of the greatest practicable width.

In applying these principles to the Rock Island bridge, the board is constrained, with extreme regret, to report that all have been violated; thus rendering the bridge not only an obstruction to the navigation of the river, but one materially greater than there was any occasion for.

The board fully appreciates the value and importance of the railroad traffic, and is of opinion that a bridge is necessary and should be constructed, not only at Rock Island, but at other points on the Mississippi river; but it is also of opinion that the interests involved in the free navigation of this noble stream demand that, in locating and constructing these bridges, unusual study should be brought to bear, to insure the presentation of the least possible obstruction to the navigation, and that all considerations of expediency and economy should be made to yield to the paramount interests of the commerce of the river.

Very respectfully, your obedient servants,

A. A. HUMPHREYS,
Capt. Corps Topographical Engineers.
GEO. G. MEADE,
Capt. Topographical Engineers.
WM. B. FRANKLIN,
Capt. U. S. Topographical Engineers.

Colonel J. J. ABERT,
Corps Topographical Engineers,
Washington, D. C.

APPENDIX A.

WASHINGTON, *February* 24, 1859.

A question affecting very materially the interests of all persons engaged in navigating the western rivers has been raised by the erection of a railroad bridge over the Mississippi river, between Rock Island, in the State of Illinois, and Davenport, in the State of Iowa.

The testimony given by captains of steamers, pilots, and other river men, conflicts with that of most of the civil engineers who have examined the structure.

These civil engineers, however, being in the employ of different railroad companies, their opinions are open to the charge of prejudice, as by many persons the question is regarded as simply one between the railroad and river interests.

One thing is certain: sixty-four steamers, and a large number of rafts, have been more or less injured upon said bridge, many of them entirely destroyed. In one instance, the amount of loss was nearly two hundred thousand dollars.

Two suits in equity are now pending in the Supreme Court of the United States, relative to the said bridge, in one of which the United States are the complainants.

It seems to the undersigned very desirable that this structure should be examined by some engineers whose judgment would not be liable to be warped by any local or other prejudices, and we therefore request that you will appoint a commission, to be composed of three army engineers, to proceed to Rock Island soon after the opening of navigation, and examine said bridge, and make their report thereupon.

Mr. J. W. Bissell, the agent of the St. Louis Chamber of Commerce, is now in this city, and is understood to be authorized to defray the expenses of such a commission.

TRUSTEN POLK,
JAMES S. GREEN,
F. P. BLAIR, JR.,
W. S. GROESBECK,
GEO. H. PENDLETON.
C. C. WASHBURNE,
JOHN S. PHELPS.

Hon. JOHN B. FLOYD, *Secretary of War.*

APPENDIX B.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, March 1, 1859.

SIR: I have the honor to acknowledge your direction to select from the corps of topographical engineers of the army, three officers for the purpose of examining and reporting upon the construction of the railroad bridge across the Mississippi river, between Rock Island, in the State of Illinois, and Davenport, in the State of Iowa, in its bearings upon the navigation of the Mississippi river, and I respectfully recom-

mend that Captain A. A. Humphreys, Captain George G. Meade, and Captain William B. Franklin, of the corps of topographical engineers, constitute a board of engineers for such purpose.

It is proposed that the board shall examine and report:

1. Whether the railroad bridge which crosses the Mississippi river between Rock Island, in the State of Illinois, and Davenport, in the State of Iowa, is constructed according to correct principles, reference being had to the interests of navigation.

2. Whether the piers of said bridge are of the best form, and if not, whether the best form is practicable at that place, and what is the effect of the defective form.

3. Whether any of the piers are larger than necessary, and if larger, how much larger, and what is the effect of this increased size upon the passage of water and of steamboats.

4. Whether the piers are placed as near as possible parallel with the current, and if not parallel, find the angle as near as possible, and ascertain the effect of the obliquity upon the passage of water and of steamboats.

5. Ascertain the velocity of the current above and below the bridge, and in the draw passage.

6. Ascertain the size, as near as possible, and the position of the eddies near the steamboat passage, and whether they interfere with the passage of steamboats.

7. Ascertain as nearly as possible, the height and extent of the remones caused by the pier on which the draw turns.

8. If said bridge is badly located, and is an obstruction to the passage of steamboats and rafts, ascertain whether there is any point in the vicinity where a bridge might have been located so as to have caused less obstruction.

9. And to make such other examinations as the board may deem necessary during the progress of the investigations.

The report of the board will be made to the colonel of topographical engineers.

It is understood that the expenses attending the investigations shall be born by the St. Louis Chamber of Commerce, there being no fund in this bureau applicable to the purpose.

Respectfully, sir, your obedient servant,

J. C. WOODRUFF,

Captain Topographical Engineers, Assistant in charge.

Hon. JOHN B. FLOYD,

Secretary of War.

APPENDIX C.

Table showing results of observations on currents.

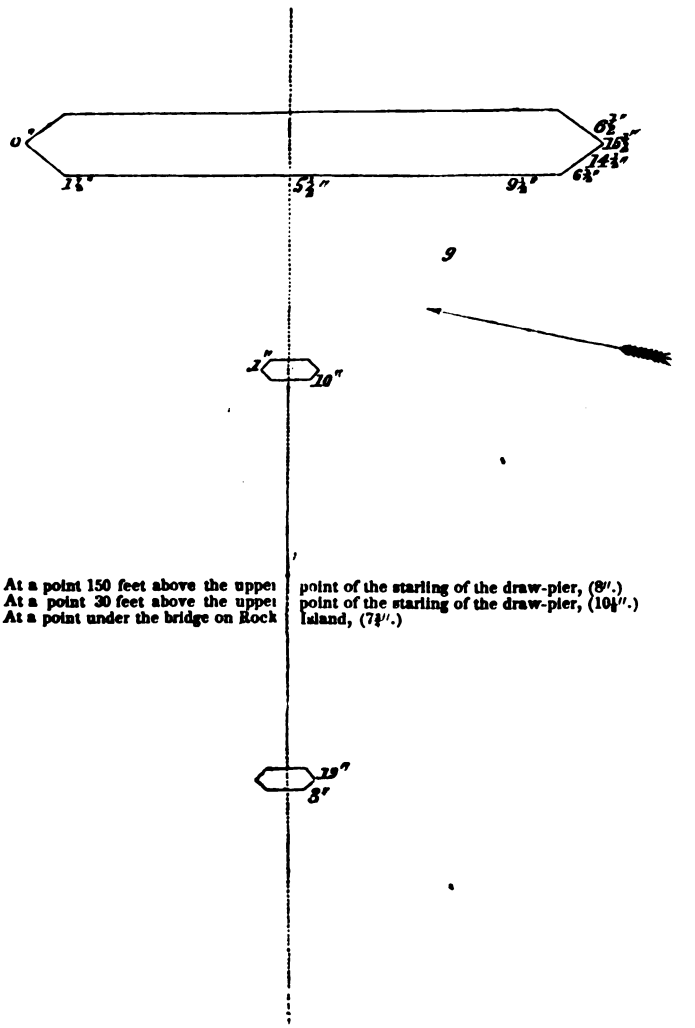
No. of span from Illinois shore.	Angle of current with axis of piers above the bridge.	Angle of current with axis of piers below the bridge.	Velocity at a distance of 1,200 feet above the bridge.	Velocity at a distance of 600 feet above the bridge.	Velocity 600 feet above bridge.	Velocity 300 feet above bridge.	Velocity under bridge.	Velocity 1,700 feet below bridge.
	° '	° '						
1	26 00	8 00	3.86	3.83	.....	.....	4.8	3.75
2	22 30	8 00	4.04	4.07	.....	4.5	4.9	3.75
Ill. draw...	22 30	5° 15′ to 9°	4.3	4.43	.....	4.6	5.3	3.75
Iowa draw	22 30	.....	.....	.....	.....	.....	6.4	3.75
4	19 00	9 00	.....	4.04	.....	4.5	5·3	4.4
5	14 30	9 30	.....	.....	4.5	.....	5.3	3.75
6	.....	.....	.....	.....	.....	.....	4.5	.....

Appendix D.

Showing the levels of the surface of the water at different points in the vicinity of the bridge.

The plane of reference passes through the point where the line of intersection of the two sides of the down-stream starling of the draw-pier enters the water.

The figures are in inches. The stage of water is 9½ feet above low-water mark.



APPENDIX E.

Table showing the obstruction to flow of water due to piers.

No. of pier.	Height of submerged part of pier.	Projection of vertical section of submerged part of pier, perpendicular to axis, on a plane perpendicular to current, being obstruction due to width of pier.	Angle made by current with axis of pier.	Mean length of submerged part of pier.	Projection of submerged side of pier, on a plane perpendicular to the current, being obstruction due to length of pier.	Total obstruction due to piers
	Feet.	*Square feet.*	° ′ ″	*Feet.*	*Square feet.*	*Square ft.*
1	14.83	167.8	24 22 30	38	232.0	399.8
2	18.00	264.9	22 30 00	38	261.8	526.7
Draw.....	16.50	669.7	22 30 00	345.2	2179.7	2849.4
4	16.24	230.8	22 30 00	38	236.1	466.9
5	14.5	173.9	16 45 00	38	158.8	332.7
6	13.5	157.6	16 45 00	38	147.8	305 4
Total.....	.....	1664.7	.....	.....	3216.2	4880.9

APPENDIX F.

Calculation of the height of the backwater caused by the piers o the Rock Island bridge.

$$x = \frac{v^2}{2q} - \frac{v'^2}{2q}$$

$$v = \frac{Q}{.95a} \qquad v' = \frac{Q}{a'} \text{ in which}$$

Q is discharge of river per second = 118926.2 cubic feet.

v'. Velocity at site of bridge before it was built = 5.87 feet pe second.

a'. Original cross section of river at site of bridge = 20260 squar feet.

v. Actual velocity under bridge.

a. Actual cross section of river as obstructed by bridge = 1537 square feet.

x. Height of backwater.

q. The force of gravity = 32.1 feet.

$$v = \frac{118926.2}{.95 + 15379} = 8.14 \text{ feet, or } 5.55 \text{ miles per hour.}$$

$$x = \frac{(8.14)^2}{64.2} - \frac{(5.87)^2}{64.2} = 1.03 - .54 = .49 \text{ feet.}$$

Increase of velocity is 8.14 — 5.87 = 2.27 feet per second, or 1.5 miles per hour.

APPENDIX G.

Table showing the number of passengers and loaded freight cars passing over the Rock Island bridge, from June 30, 1857, *to April* 30, 1859. *Extracted from the railroad reports.*

Dates.	Passengers.			Loaded cars.		
	East.	West.	Total	East.	West.	Total.
From June 30, 1857, to June 30, 1858.	25,024	31,412	56,436	3,238	6,941	10,179
From July 1, 1858, to April 30, 1859.	22,356	21,072	43,428	2,367	4,536	6,903
Total	47,380	52,484	99,864	5,605	11,477	17,082

Table showing the number of steamboats, barges, and rafts that have passed under the Rock Island bridge, from August 4, 1856, *to April* 11, 1859. *Taken from the record kept by the bridge-keeper.*

Dates.	Passed through the bridge.			Hit the bridge.		
	Steamboats.	Barges.	Rafts.	Steamboats.	Barges.	Rafts.
From April 20, 1856, to April 20, 1858	1,406	376	625	34	.....	31
From April 21, 1858, to April 11, 1859	1,217	353	433	14	7	22
Total	2,623	729	1,058	48	7	53

APPENDIX H.

CAMP No. 17, ON THE SWEET WATER,
320 MILES FROM CAMP FLOYD,
En route to Fort Leavenworth, September 6, 1859.

SIR: I have the honor to submit the following annual report of operations in the department of Utah since the date of my last report of October, 14, 1858.

At the date of that report I was on the eve, by the orders of General A. S. Johnston, commanding the department of Utah, of making an exploration to the west of Camp Floyd, in the direction of California, for the ascertainment of a wagon route across or around the southern rim of the Great Salt Lake basin, one of the great obstacles at the eastern end of the route of a direct route to the Pacific.

I started on the reconnoissance October 19, and returned to Camp Floyd October 28; the examination, when about eighty-four miles out,

having been cut short by a severe snow storm, which at that season of the year made it prudent for me to return with my party. The examination, however, resulted in the ascertainment of a new pass from Rush valley into Skull valley, which I call General Johnston's Pass, after the general commanding the department of Utah; and of a spring on the southern rim of the desert, which I call, on the map already submitted, Pleasant spring, but which goes commonly by the name of Simpson spring. The pass enabled me on my return to shorten my outward route sixteen miles, and both it and the spring were so very favorably situated for the ultimate extension of the route to Hasting's Pass, at the south end of Ruby valley, that my track was immediately taken advantage of by Messrs. Chorpenning & Co., mail contractors, the route extended by them to the pass referred to; and thus the old California route, by the way of Great Salt Lake City, City of Rocks, and Humboldt river, shortened over one hundred miles from Camp Floyd. Had it not been for the timely opening of this route last fall the stock of the mail company, which was immediately transferred to the route, must have perished and the mail, very probably, been greatly impeded, if not stopped. A report and map of this reconnoissance was submited to headquarters department of Utah, December 28, of last year, in connection with a report of my exploration and construction of a new route from Fort Bridger to Camp Floyd, by way of the valleys of White Clay creek, (Morin's Fork on Stansbury's map,) and the Timpanogos river, referred to in my report of last year; and they have since been ordered by Congress to be printed.

While I was engaged in the exploration and map referred to, my assistants, Lieutenant J. L. Kirby Smith and Lieutenant H. S. Putnam, topographical engineers, were occupied in the survey and marking the boundaries of the reserve at Fort Bridger, which had been ordered by the War department. They were engaged on this work from the 1st October to the 26th November. On the 27th November, the party started back, on its return to Camp Floyd, and as intervening Fort Bridger and headquarters, at the former post there were known to be high mountain ranges, which, at that late season of the year, it would be difficult to cross on account of the cold and snow, the general commanding, as well as myself, felt an extreme solicitude for the safety of the party; and having rumors of their having been seen on the way, and still they not appearing, with the approbation of the commanding general, I sent out a party to their relief, with a number of pack mules loaded with provisions and forage. On the second day out, the party met Lieutenant Smith coming in with a portion of his party, and one wagon drawn by ten mules, this number being necessary to get it through the deep snow. The other three wagons and property, on account of inability from the deep snow taking them along, had been left about fifty miles behind, in the valley of the Weber, in the charge of Mr. McCarthy and three others of the party. Lieutenant Smith having obtained from the relief party such supplies as he needed, he ordered it to continue on to the Weber to the relief of the portion of his party left behind. In the course of five days, the relief party came up with the party in distress; and in eight days from that date, on the 1st January, they all got into Camp Floyd, the damage being the loss

from cold and exhaustion of ten mules, and about half of the party, which consisted of nineteen persons, having had their feet more or less severely frozen.

The trip was a very severe and hazardous one, and shows the difficulty of operating among the mountains to the east of the valley of Salt Lake in the season referred to. Lieutenant Smith, and a portion of his party, were from the 27th November to the 19th December, or twenty-four days, making the journey from Fort Bridger to Camp Floyd, a distance of one hundred and fifty-five miles, and the balance did not get in till the 1st January, making the interval thirty-seven days. Lieutenant Smith's interesting report of this trip will accompany my final report.

As soon as the party returned to headquarters, Lieutenant Putnam was ordered to make a survey and map of the post of Camp Floyd; and Lieutenant Smith, as soon as he could render his returns of property to the quartermaster's and ordnance departments, in which, on account of incessant duty in the field, he had fallen in arrears, was put on the map of Fort Bridger reserve. January 25, by direction of General Johnston, I furnished Colonel George H. Crossman, deputy quartermaster general, with a colored map, or plan of the post, as surveyed and drawn by Lieutenant Putnam; and February 10, I furnished headquarters with duplicates, and March 25, with a triplicate of the same; the map to headquarters being accompanied by twelve photographic views, illustrative of the post, in the detail of its streets and as a whole.

March 17, I submitted, in duplicate, a map of a resurvey made by Lieutenant Putnam, of the military reserve, laid out in Rush valley by Brevet Lieutenant Colonel Steptoe, and his report. The resurvey was made by order of General Johnston.

March 23, I submitted to department headquarters a map in triplicate of the military reserve at Fort Bridger, as surveyed by Lieutenants Smith and Putnam, (the map by Lieutenant Smith,) and on the same day a quadruplicate of the map to Colonel Crossman, deputy quartermaster general.

April 9, I furnished the department, in duplicate, with a map of the survey of the military reserve at Camp Floyd, made by Lieutenant Smith, agreeably to the orders of General Johnston, based on instructions from Colonel Cooper, adjutant general. A triplicate copy was also furnished the same date to Colonel Crossman, deputy quartermaster general.

Elaborate itineraries of the route between Fort Leavenworth and Camp Floyd, by the way of Fort Laramie and Fort Bridger, and *via* either the Echo cañon route, or my route through the valleys of White Clay creek and Timpanogos river, as measured by me by odometer, were also furnished to headquarters, department of Utah, to Colonel Crossman, deputy quartermaster general, and to the quartermaster at Fort Leavenworth.

I also furnished, April 2, the department with a copy of the map by Lieutenant Bryan, topographical engineers, of his route from Fort Riley to Fort Bridger, mailed to me from the Bureau of Topographical Engineers.

May 2, agreeably to instructions from General Johnston, I left Camp Floyd with a party for the purpose of exploring a new route to California; or, in other words, thence to Genoa in Carson's valley.

My party consisted of Lieutenant J. L. Kirby Smith and Lieutenant H. S. Putman, topographical engineers; the former charged with the astronomical observations with the sextant; the latter with those of the transit, observations with the magnetometer and dip-circle, and with the topography of the route.

Mr. Henry Engelman, of St. Louis, geologist, meteorologist, and botanical collector.

Mr. Charles McCarthy, of Washington, collector of specimens of natural history and taxidermist.

Mr. Edward Jagiello, of Washington city, assistant to meteorologist.

Mr. William Lee, of Washington city, assistant to astronomical observer.

Mr. Henry Sommers, of Camp Floyd, artist.

Our guide, Mr. John Reese, of Genoa, U. T., and nine civil employés in various capacities.

An escort of twenty-two men, one half dragoons and one half infantry, under command of Lieutenant Alexander Murray, tenth infantry, accompanied the party, Dr. J. C. Bailey being attached as assistant surgeon. Number of wagons fourteen.

My outward route was mine of last fall to Short-cut Pass, a distance of sixty-seven miles; thence to Hasting's Pass at the south end of Ruby valley, a distance of one hundred and sixty-seven miles, Chorpenning's extension of my route; and thence in a southwest direction to a point on Walker's river, midway between Carson and Walker lakes, over an entirely unknown country; thence in as direct a route as possible by the way of Carson River valley to Genoa. Whole distance from Camp Floyd to Genoa, five hundred and sixty-five miles.

We reached Genoa, June 12. The route proved to be very favorable in respect to wood, water, and grass; and from Camp Floyd about two hundred and fifty miles shorter than the old route by the City of Rocks and Humboldt river route. In comparison with the post route, (that by way of mine last fall, Chorpenning's extension, and thence *via* the Humboldt river and Carson river,) it is one hundred and forty-four miles shorter.

The party remained at Genoa from the 12th to the 23d of June recruiting the stock, while I went to Placerville and thence to San Francisco, to make some necessary additions to our outfit. On the 24th of June we started on our return to Camp Floyd, which post I reached August 2, the party, August 5. My return route was at the outset occasionally coincident with my outward route; but for the last three hundred and forty miles, until it intersects that route in Johnston's Pass, about twenty-eight miles from Camp Floyd, it kept from twenty-five to forty miles south of it, much the greater portion of the country being a perfect *terra incognita*.

I am happy to report that my return route proved still better than my outward one in all the essentials which go to make up a good road; that is, in grade, hardness, wood, water, and grass. I had hoped, also, to make the distance shorter; but the necessity of keeping far

south to obviate the Great Salt Lake desert made it impossible. In distance, therefore, it is about the same, five hundred and sixty-eight, or five hundred and sixty, if a short cut, as designated by a ☞ on the ground, is taken.

It is this route which I have recommended emigrants to take, and in order to make it immediately available, I have drawn public attention to it sadvantages in the newspapers of Salt Lake City, in the Enterprise, of Genoa, and in the Alta Californian, of San Francisco, to all of which, in addition, I have furnished itineraries, setting forth distances and localities favorable for camping, specifying wood, water, and grass.

The plan pursued in my exploration was to send, with certain directions and limitations, my guide party, rationed for ten days ahead, and so far in advance as to be enabled, by sending a man back every twenty-four hours, by day or night, to conduct my party by the shortest and best route through the mountain passes, and to the best camping places. In this manner I was enabled, with but a single exception, where the guide transcended my orders, to go forward with the precision of certainty, and always with the assurance I was probably getting the best route the country afforded.

There were many incidents of an interesting kind which occurred in the reconnoissance, but these, as well as a description of the country explored, will be reserved for my final report. I will remark, however, that the idea that seems to have been generally prevalent that the country intervening the Great Salt Lake valley and Carson valley is a great desert, is a mistake; and that, so far from the portion we went over being so, it is on the contrary made up of mountain ranges, quite well supplied with water and valleys, along which run fertilising streams, which could easily be made use of for irrigating purposes. In addition to this, the mountains are covered with cedar, pine, fir, piñon, and what in Utah is called mountain mahogany; and grass of the best kind abounds also in them and in many of the valleys; clover is also found in some of the valleys.

The routes I have established I think almost entirely supersede the old Humboldt one, not only on account of their being so much shorter, but also on account of their being incomparably better in respect to hardness, wood, water, and grass. On the average, I am assured by one who has driven on several occasions herds of cattle on the Humboldt river route, that as much as twenty-five per cent. of the stock die from the effects of the poisonous alkaline water and grass at the lower end of the Humboldt, and from want of sufficient grass and water on the desert between the sink of the Humboldt and of Carson lake. On my return route there need be no dearth from these causes, there being no alkaline water upon it. Already, before I left Camp Floyd, several trains had taken this route; and a few days after, Messrs. Russell & Co., through their agent, Dr. Hobbes, sent to California on it, from Camp Floyd, a thousand head of cattle, one of my party going as guide. And I doubt not many others have since taken it.

It is also demonstrated, that if the limbs of the dwarf cedar, which abounds on the mountains, will answer for poles for the magnetic telegraph, (except on the Carson Valley desert, where the hauling dis-

tance may be as much as twenty miles.) the maximum distance of transportation will be not more than ten miles. These limbs will furnish poles from eight to fourteen feet long: and, in addition, there are many mountains which will furnish suitable pine, piñon and quaking asps for the purpose. In many cases, also, the growing tree could be used as a supporter of the wire. On my return to Camp Floyd, I furnished headquarters with a map of both the routes; it having been a rule to plot in camp the work every day, so that on our return it was a matter of easy accomplishment to furnish a sketch.

Four days after the return of my party to Camp Floyd from Carson valley, agreeably to the orders of General Johnston, hereto appended, (marked A and B,) on the 9th of August, I left that post for Fort Leavenworth, thence to repair to Washington, and report to the adjutant general. In Round prairie, according to the instructions of the general, I established my camp to recruit the animals, and with nine dragoons and four pack animals, Mr. Engelmann, geologist, in company, proceeded to explore a pass by the way of Cool Creek cañon, from the valley of the Timpanogos, into the valley of the Uinta river, by way of a tributary of the Du Chesne Fork, (which I call Potts' creek, after the lamented Lieutenant Potts,) and the Du Chesne. This reconnoissance was attended with a good deal of difficulty, but resulted in the ascertainment of a route of good grade, which could be made perfectly practicable for wagons, and which, in connection with Lieutenant Gunnison's route through the Cochatope Pass, directly down the valley of the Arkansas, or a route by way of White river, Piney creek, and the Arkansas, by way of Bent's fork, will shorten the route by Gunnison's trail from Camp Floyd to Fort Leavenworth, probably from 100 to 150 miles; and in connection with a new route directly east, from the Uinta river, by way of the White river, and a suitable pass in the Rocky mountains, from the north or middle park, down into the plains, yet to be discovered, become a link in a route to the States which would be very considerably shorter than any we now have.

The work required to make a practicable wagon road from the Timpanogos valley to the Uinta valley, will be principally the removal of standing and fallen timber for about nine miles in the bottom of Cool Creek cañon; the removal of the willows in the bottom of Potts' creek for a distance of twenty-one miles; the causewaying of such portions of the river bottom as have become miry on account of beaver dams; and the removal of the timber and brush for six miles; and the grading of a few deep gullies in the valley of the Du Chesne fork.

Independent of the opening of this road, on account of its connection with Captain Gunnison's route through the Cochatope Pass, or the route by way of White river, Piney creek, and the Arkansas, and its possible extension by a more direct route eastward to the States, it would immediately make the whole of the Uinta and Green River valleys, which are said to be warm and productive, available for settle, ment and commercial intercourse with the other portions of Utah—a matter of very considerable importance.

On my return to my main party in Round prairie from this expedition, I set the party in motion for Fort Bridger, and the next day, Mr.

Engelmann again, in company with four dragoons and a couple of civil employés, and two pack mules, left the party for the purpose of examining the country to the south of White Clay creek, to see if I could not get rid of the White Clay creek bottom, which in wet weather is the most exceptionable portion of my route from Camp Floyd to Fort Bridger. I found a route which, with some labor, could be made from seven to twelve miles shorter than my route; but, as I have reported to General Johnston, taking together the advantages and disadvantages of the route, I do not, under all the circumstances of the case, think it advisable to recommend a modification of the White Clay creek route, at least by the labor of the troops.

As all the roads I have explored, are important ones, both to the people generally and to the army, I would recommend respectfully the following appropriations by Congress for their improvement and construction:

For the construction and improvement of the road from Fort Bridger, in Utah, *via* White Clay creek, Timpanogos river, Camp Floyd, and Captain Simpson's late return route from Genoa to Camp Floyd, to a point on the great California emigration route, five miles beyond or westward of the crossing by said road of the South fork of the American river in California, $105,000.

To be applied on different parts of the road, as follows:

From Fort Bridger, Utah Territory, *via* White Clay creek and Timpanogos river, (Captain Simpson's route,) to the eastern terminus of the turnpike in the valley of the Timpanogos river, Utah Territory	$15,000
From Camp Floyd, Utah Territory, to Genoa, Utah Territory, by the way of what is known us "Captain Simpson's return route" from Genoa to Camp Floyd	50,000
From Genoa, Utah Territory, to the foot of the grade of the main road on the west side of Lake valley, in California, *via* Carson's Cañon, and Lathen's Pass; or, if found preferable on close examination by the engineer in charge, by the way of the "Daggert trail," to intersect said grade at the top of the ascent, or where most advantageous	25,000
From foot of grade on main road, on west side of Lake valley, or intersection of "Daggert trail" route with said route (if this Daggert trail route should be constructed,) to a point on the main road, five miles beyond or westward of the crossing of South fork of American river by said main route	15,000
For opening and constructing a road from Round prairie, in Timpanogos river valley, in Utah Territory, to Green river, Utah Territory, by way of Coal Creek cañon, Pott's creek, Du Chesne fork of the Uinta river and the Uinta river	15,000
Total	120,000

It would seem scarcely necessary to impress upon the executive authorities and Congress the great importance of making good highways from the States east of the Rocky mountains to those west; but yet it would seem, from the worst portion of the greatest emigration route on the continent—the portion from Carson valley to Placerville, over the Sierra Nevada—never having received any aid from the general government, that this route has not received that patronage at the hands of Congress that it eminently deserves. Sure I am, that if our legislatures and public men generally, who are interested in the welfare of the country, should travel over this great high way and see the crowds of emigrants, with their wagons, annually toiling over it, in their efforts to reach another portion of our common country, and witness the hardships they undergo and the loss they sustain on account of the steep and rugged mountains and bad portions of road, which would be easily remedied by a comparatively small outlay of money, they could not hesitate to appropriate liberally to so important an object. The people of El Dorado and Sacramento counties, California, have acted liberally and with great public spirit in appropriating and applying (in the omission of Congress to do anything,) $30,000 on the portion of route referred to; but there yet remains a great deal to be accomplished before the road is made such as it ought to be. The portions of the California route, which it might be well to have done by contract, on account of their being near the settlements, are, that from Fort Bridger to the eastern terminus of the turnpike road in Timpanogos valley, and that from Genoa to the point five miles westward of the south fork of the American. But the portion from Camp Floyd to Genoa, I would recommend should be done by *days' labor, under the charge of an energetic officer of the army.* This portion, 560 miles, is so long, and so distant from the settlements, that this would be the most economical and effectual mode of having the work done.

There is a portion of this great highway—a portion of about twelve miles—extending from the mouth of Timpanogos River cañon to Round prairie, that is at present a turnpike road in the hands of a company, chartered by the Territory, and upon which a very heavy toll is exacted. This toll is quite a tax upon emigrants, contractors, and the army, who are obliged to pay it; but yet not one against which they can complain, as it is not more than just that the company should realize a fair profit upon the capital they have invested in the construction of this portion of the road. I have addressed a letter to a citizen of Utah, one of the company, requesting of him a statement of the original cost of the turnpike, and of the repairs which have been put upon it; and, if not extravagant, I shall in a future report recommend that an appropriation be made to buy out the rights of the company, and a small additional appropriation be made to widen and otherwise improve this portion of the road. This done, I would recommend that it be opened to the public, free of charge.

I cannot close this report without bringing to the notice of the department the very efficient aid I have received at the hands of my assistants, Lieutenants J. L. Kirby Smith and H. S. Putnam, topographical engineers, in their duties generally, and particularly in my explorations from Camp Floyd to Carson valley and back. Both of

these officers, on their way from Fort Leavenworth to Camp Floyd, having been practised in the use of the sextant, astronomical transit, magnetometer, and dip-circle, and in taking notes of reconnoissances, I found them abundantly able, each in his respective sphere, on the explorations referred to; and being so, I was very agreeably relieved from the instrumental part of the exploration, which left me free to attend to the general concerns of the expedition, and thus promote its success.

I must also express my thanks to my civil assistants, Messrs. Engelmann, Jagiello, Lee, and McCarthy, for the unremitted and important service each in his respective sphere have rendered to the government; and the results of the labors of these gentlemen—Mr. Engelmann, geology, botany, and meteorology; Mr. McCarthy in the collection and preservation of specimens of zoology, and other departments of natural history; of Mr. Jagiello as photographer and barometrical observer; and Mr. Lee as assistant to astronomical observer—I hope to set forth in my final report.

I should also do injustice to Lieutenant Murray, tenth infantry, if I did not acknowledge the very useful and efficient service the expedition received at his hands as commanding officer of the escort, acting assistant quartermaster, and commissary.

All of which is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

J. H. SIMPSON,
Captain Topographical Engineers.

Colonel J. J. ABERT,
Chief Corps Topographical Engineers.

A.

HEADQUARTERS DEPARTMENT OF UTAH,
Camp Floyd, Utah Territory, August 5, 1859.

SIR: As by the time you will be able to leave this camp, the season will be too far advanced to proceed to Fort Leavenworth by the headwaters of the Arkansas, and with safety make any explorations beyond the Wasatch range of mountains, the commanding general directs the following modifications of your instructions of the 27th April.

That so soon as you reorganize your party and train to adapt them to your future duties, you proceed to Round prairie, on the Timpanogos river, whence, after establishing camp in a suitable position for recruiting your animals, you will ascertain the practicability of opening a wagon road to Green river, through the valley of the Uinta river; then discharging those of your guide party no longer needed, and sending by the guide to the commanding general a report of the results of the examinations, you will proceed to Fort Leavenworth, *via* Fort Bridger, and carry out your final orders.

There is reason to believe that you will, by this examination, connect this portion of the country with the valley of White river, (or eastern branch of Green,) ascertaining which, a practicable road can easily be made and connected, if necessary, with the trail of Colonel

Long and Captain Gunnison; but, on account of the imminent danger of being caught in the snows which fall early in the season, in the elevated passes of the Rocky mountains, near the parks, the commanding general will not risk sending you that way.

Moreover, as from the plateau of the south park an eastern outlet for wagons has not yet been discovered, he thinks it more advisable to attempt by special explorations up the branches of the South Platte and Arkansas, to unite by a practicable road the eastern with the western slope of the Rocky mountains, and will suggest this course to the Secretary of War.

I am, sir, very respectfully, your obedient servant,

F. J. PORTER,
Assistant Adjutant General.

Captain J. H. SIMPSON,
In charge of Surveying Party of Topographical Engineers.

B.

HEADQUARTERS DEPARTMENT OF UTAH,
Camp Floyd, U. T., August 4, 1859.

[Special Orders, No. 64.]

1. The infantry portion of the escort to the topographical exploring party, under Captain James H. Simpson, will be replaced by one non-commissioned officer and ten privates from the same arm of service at Camp Floyd. This detachment will be formed from those men of the command whose term of service will expire in or about the month of November.

The detachment from company A, second dragoons, will continue to form part of the escort and join the company at Fort Kearny.

Second Lieutenant Alexander Murray, tenth infantry, will continue in command of the escort, and furnish all assistance necessary to enable Captain Simpson to perform the duties with which he is charged.

2. The command will reorganize immediately on its return to Camp Floyd and prepare to march on the 9th instant, rationed for twenty-two days, five sevenths of the meat ration on the hoof.

3. The proper staff department will provide the necessary transportation and supplies.

4. Captain Simpson will despatch a subaltern of his party over the last one hundred miles of his new route with minute instructions to straighten that portion west of Rush valley and establish guide marks upon it.

A detail of one non-commissioned officer and ten dragoons, rationed for ten days, will escort this officer. This detachment will be immediately prepared and held ready to march on the arrival of the surveying party.

The depot quartermaster will provide the necessary transportation

l material for marking-stakes, and also for water-troughs at a rticular point, which Captain Simpson will designate.

By order of Brevet Brigadier General A. S. Johnston.

F. J. PORTER,
Assistant Adjutant General.

APPENDIX I.

OFFICE UNITED STATES GOVERNMENT ROADS,
St. Paul, Minnesota, September 30, 1859.

COLONEL: In my last annual report to the Bureau of Topographical Engineers, it was stated that the only operations in progress within the State of Minnesota under my charge, during the year 1858, were, first, on "the road from Point Douglass to the mouth of St. Louis river;" and second, on "the road from Fort Ripley, *via* Crow Wing river, to the main road leading to the Red River of the North," both under contracts entered into by my predecessor, Captain George Thom, topographical engineers, and approved by the War Department.

1. *Road from Point Douglass to mouth of St. Louis river.*

It was reported that this road had been completed as far as the crossing of Kettle river, and that an inspection of the work had been ordered previous to its acceptance. The inspection has been made, the work measured, approved, and accepted, and the contractor has been paid in full. The contract provided for the construction of nineteen additional miles north of Kettle river, but the exhaustion of the appropriation rendered it necessary to suspend the work at that point, leaving the remaining portion of the section to be included in the estimate at that time submitted. That estimate was for the completion of the road from the point at which the work had been suspended (Kettle river) to its termination, at the mouth of the St. Louis river, and amounted to $50,000. The estimate is renewed, and will be found in detail, attached to this report.

This road connects the head of navigation of the great lakes with the Mississippi, and its commercial importance cannot be too highly regarded.

The whole amount expended on the road since my last annual report, has been $3,084 68, leaving a balance on the 30th of September, of $54 89.

2. *Road from Fort Ripley, via Crow Wing river, to the main road leading to the Red River of the North.*

As was reported to the bureau, a portion of the first section of this road, extending from Fort Ripley to the Grand Marais, a distance of twenty-nine miles, has been completed. The funds having been exhausted, and Congress having failed, at its last session, to make

further appropriations, operations have in consequence been suspended, and no work has been done upon the road this season.

In attempting to lay before the bureau the great and growing necessity for this road, not only to the State of Minnesota and the Territory of Dacotah, but to the interests of the trade just opening with the neighboring territory north of the boundary line, I beg leave to repeat, in part, the views I had the honor to submit in my last annual report.

The survey and location of this road in 1857, extended from Fort Ripley to within forty-three miles of the point at which the law of Congress directed that it should intersect the main road leading (from Sauk rapids) to the Red River of the North, and a reconnoissance merely was made of the remainder. By reference to the map accompanying the report of that examination, it will be seen that Otter-tail lake is a point on the road as surveyed, whence the route diverges from the nearly western course it had followed from Crow-wing village, to a nearly northwestern course, which latter direction it pursues for a distance of sixty-four miles, until it intersects the main Red river trail at the forks, the object of the road being, doubtless, to facilitate the intercourse between the navigable waters of the Mississippi and the settlements at and beyond Pembina, on Red river. The establishment, since that time, of a new military post (Fort Abercrombie) in the valley of the latter stream, and which lies directly west of Otter-tail lake, seems to call either for a change of route from this lake where it diverges to the north, or for the construction of an independent branch, or rather continuation of the road westward from Otter-tail lake to Fort Abercrombie. This post lies on the Red river, in latitude 46° 23′ 30″ N.; that of Otter-tail lake being 46° 24′ 1″. (See Owen's Report, pp. 170–176.) The distance in a direct line between the points is about fifty-six miles, allowing for the necessary windings of the road, say sixty or sixty-five miles, so that the vicinity of Otter-tail lake, the point of divergence of the two routes, lies about midway between Fort Ripley and the western terminus of both of the routes. The wording of the law is such that no change in the route from Otter-tail lake can be made in the direction of Fort Abercrombie, without a change in the law, which distinctly provides that the construction shall be *on the road* from Fort Ripley, *via* Crow-wing river, *to the point where* said road intersects the main road leading to the Red River of the North. The road thus explicitly specified is the old established Eastern Pembina trail, which from Otter-tail lake runs northwest until it intersects the "main trail." In order, therefore, that the route should take the direction of Fort Abercrombie from Otter-tail lake, authority would have to be given by law for the requisite change; or, should the construction of the road toward Pembina, as originally contemplated, be still deemed advisable, the branch from Otter-tail west to Abercrombie must be specially provided for, so as to open a direct communication between that post and Fort Ripley. Supplies arriving by steamboat at St. Paul, (the head of navigation on the Mississippi,) are now transported over one of the best roads in the country to Fort Ripley, (121 miles,) whence the construction of this road, with the branch proposed, will open a communication equally good with the most advanced post on our northwestern frontier; the whole dis-

tance of transportation from St. Paul being about two hundred and fifty miles. The great importance, indeed the absolute necessity of this proposed branch, or rather extension, as a purely military road, cannot but be manifest. The route at present pursued in the transportation of supplies and building materials for the new post is, to ship them from St. Paul to Fort Ridgely, on the St. Peter's or Minnesota river, a distance by water of about three hundred and fifty miles. Thence they are carried on wagons a distance of one hundred and eighty miles, over a country destitute of roads, timber, or settlements. The distance from St. Paul via Fort Ridgely *by land*, will not vary much from that under consideration, but the importance of a direct, rapid, and sure communication between fort Abercrombie and the Mississippi valley, will commend itself to the consideration of the department.

From Otter-tail lake, westward, the country through which the proposed extension will pass, is represented as quite favorable for the construction of a good road, one third of the distance being over prairie, requiring no expensive bridges, with the exception of one over Otter-tail river and one over Pelican river, neither of which will exceed sixty or seventy feet in length.

Taking into view the commercial as well as the military advantages of an easy and constant communication with our northern frontier, it is by no means recommended that any change should be made in the route of the Red river road, as already established by law; but it is earnestly represented to the department that the extension of the proposed branch from Otter-tail to Abercrombie, especially in the present unsettled state of our Indian relations in that quarter, is a subject for grave consideration. These two roads are, beyond question, at this time, those the most important to the safety as well to the commercial and agricultural interests of both Minnesota and Dacotah. The construction of that to Abercrombie will open the communication between two of our most northern frontier posts, and at the same time will aid very materially the settlement of the region around Otter-tail lake, represented as the most fertile and desirable in the State, while the influence of the other, leading directly to Pembina, and connecting, as it will, the navigation of the Mississippi with the vast area occupied by the valleys of Assineboin, the Saskatchawan, and the system of rivers which covers so large a portion of the British possessions north of us, should be by no means overlooked.

The views then submitted derive additional confirmation and force from the movements that have been recently made, both in Canada and Great Britain, towards opening the great valleys of the Sakatchawan and its tributaries, and of Red river, to the occupation and enterprise of the agriculturist. Since my last annual report, a steamboat (soon to be followed by others) has been constructed, and is now plying regularly on the waters of the Red River of the North. Contracts have been made with an enterprising American firm, by the British Fur Company, for the transportation of a large portion of their goods, *via* St. Paul, to Red river, and thence by steamers to Fort Garry; and a party of pioneers has left the United States to explore the best land route, by the valley of the Saskatchawan, to the shores of the Pacific,

and to examine the agricultural, mineral, and climatic capacites of this hitherto comparatively unknown region. In view of these facts, and of the deep and universal interest of the whole northwest in the speedy development of this great prospective increase to its commerce and prosperity, the construction of this road assumes a degree of national importance which cannot but command attention.

The estimate submitted last year for the construction of the road from the twenty-ninth to the one hundred and thirty-eighth mile, (forks of Red river road,) amounted to $32,800, and was divided into three separate sections, as follows:

1. From the 29th mile (the point at which the work was suspended) to the seventy-second mile, the point in the vicinity of Otter-tail lake, at or near which the proposed branch to Fort Abercrombie would diverge from that leading to Pembina, forty-three miles in length. Estimate $17,930.

2. From the seventy-second mile to the third crossing of the Otter-tail river, (ninety-fifth mile,) the point at which the actual survey terminated, twenty-three miles in length. Estimate $5,888.

3. From the ninety-fifth mile to the one hundred and thirty-eighth mile, (forks of the Red river road,) forty-three miles. This division was not surveyed, but only reconnoitered, and the estimate is consequently somewhat more conjectural than that of other portions of the road. It amounts to $5,124. Add for survey and location of this division, forty-three miles, at $20 per mile, $860; making the estimated cost $5,984.

SUMMARY.

First division, forty-three miles	$17,930
Second division, twenty-three miles	5,888
Third division, forty.three miles	5,984
Add, for engineering, office, and contingent expenses, ten per cent	2,980
	32,782

Or, say $32,800.

In the above, no estimate is submitted for bridges across the Mississippi at the eighth mile, nor across Crow-wing river at the thirty-seventh-and-a-half mile, as ferries have been established at both places. Should they be required hereafter, the estimate for their construction is as follows:

1. For bridge across the Mississippi, 270 feet long, at $30 per foot	$8,100
2. For bridge across Crow-wing river, 300 feet long, at $33 33⅓ per foot	10,000
For bridge trestle-work across the low ground at latter stream	1,000
	19,100

The above estimate for bridges is that of my predecessor, Captain Thom. The estimate in detail for the construction of this road (1st, 2d, and 3d divisions,) is attached.

Proposed branch or extension from Otter-tail Lake to Fort Abercrombie.

As before stated, the length of this proposed extension will be from sixty to sixty-five miles, and an estimate of the cost of its construction was submitted in my last annual report. Since that time, it is understood that a commission of officers has been detailed to reëxamine the site of that post, to ascertain whether any change in its location would be desirable. In the absence of all information as to what may be the result of that examination, I can but renew the estimate heretofore submitted. Should the site of the fort be changed, the necessity for a communication between the new site and Fort Ripley would still be equally great, and the cost of constructing a road through a country so similar in its general features cannot materially differ per mile from that of the route under consideration. The construction of a road from Fort Ripley to the new post in the Red River valley, wherever situated, is a military necessity, and as such, an appropriation to make it is recommended.

From all the information that can be procured as to the character of he country through which this road would pass, it is assumed that the first forty miles will not differ materially from that through which the first division has been partly constructed. The ascertained cost per mile of that division, therefore, has been taken as the estimated cost of this portion of the proposed extension.

The ascertained cost of the first twenty-nine miles of the eastern division, with the outside cutting, is $247 per mile. This for forty miles would be	$9,880
The remaining twenty-five miles resemble in character the second and third divisions, and the cost would be about the same, viz: $166 per mile. Then, twenty-five miles, at $166 per mile, would be	4,150
Add for bridges over Pelican and Otter-tail rivers, say seventy feet each, at $30	4,200
Surveying and marking the route, say sixty miles, at $20	1,200
Making the whole cost of the proposed branch from Otter-tail lake to Fort Abercrombie	19,430
Add for engineering, &c., ten per cent	1,943
	21,373
And the whole cost of connecting Forts Ripley and Abercrombie, yet to be provided for	41,096

Or say, $41,100.

Road from Mendota to the mouth of Big Sioux river.

The appropriation for this road had been expended before I was assigned to duty in Minnesota. As it is still unfinished, I deem it proper to include it in the estimates, repeating what was said concerning it in my last annual report.

This road extends from Mendota, on the Mississippi, opposite Fort Snelling, southwestwardly, through Minnesota and Iowa, to the mouth of the Big Sioux river, a distance, by the original survey of Captain Reno, (in 1853,) of two hundred and seventy-nine miles. The route was resurveyed in 1857, under the orders of my predecessor, Captain Thom, as far as the one hundred and seventy-eighth mile, (measured from the mouth of Big Sioux,) a distance of one hundred and one miles, and constructed, owing to the small amount appropriated, in a manner "only to make that portion of the road barely practicable by the construction of such bridges, culverts, corduroying, &c., as were most necessary." Captain Thom, however, did not recommend the expenditure of any more labor on this portion of the road, with the exception of the completion of some corduroying near Mankato.

A better knowledge of the country, as it has become opened up by settlement, leaves little doubt that a better and shorter route can be obtained between the point where the construction was suspended and the mouth of Big Sioux than that followed by the originale xploration. I have therefore added a small item for the continuation of the survey, previous to the determination of the precise location of the road.

The following is the estimate submitted by Captain Thom in his last annual report, which is hereby renewed:

For grubbing, smoothing, and cleaning off road-bed, corduroying, and culvert	$1,286
For fifty-five thousand cubic yards of earthwork, (including ditching, excavation, and embankment, and the necessary amount of haul,) at a probable cost of 25 cents per cubic yard	13,750
For fifty-nine bridges, having spans from twelve to one hundred and thirty-four feet in length	17,505
For survey and location of one hundred and seventy-eight miles of road, at $20 per mile	3,560
Add ten per cent. for engineering, office, and contingent expenses	3,610
	39,711

Or say, $39,700.

RECAPITULATION.

Road from Point Douglass to mouth of St. Louis river.....	$50,000
Road from Fort Ripley to Red River of the North.....	32,800
Branch road from Otter-tail lake to Fort Abercrombie.....	21,400
Road from Mendota to mouth of Big Sioux river.....	39,700
	143,900

Very respectfully, sir, your obedient servant,

HOWARD STANSBURY,
Captain Topographical Engineers.

Colonel J. J. ABERT,
Chief Corps Topograhical Engineers, Washington, D. C.

Estimate of amount required to complete the road from Point Douglass to the mouth of St. Louis river.

1. Between Taylor's Falls and Grindstone river:

For grading various steep ravines and sand hills on the line of road, particularly a pine ridge, thirty-five feet high on one hundred and fourth mile.....	$700 00	
Rebuilding Snake river bridge, at $40, as per Captain Thom's estimate.....	7,440 00	
		$8,140 00

2. Grindstone river to one hundred and forty-first mile, thirty-four miles:

Grubbing, &c., roadway eighteen feet wide, (from one hundred and twenty-first to one hundred and forty-first mile,) 42 $\frac{31}{100}$ acres, at $55.....	$2,327 05	
Felling and removing trees, twenty-four feet on each side of roadway, (from one hundred and eighth to one hundred and forty-first mile,) 185 acres, at $35.....	6,475 00	
Earthwork, excavation, embankment, ditching, and corduroy covering, 10,713 cubic yards, at twenty-five cents.....	2,678 25	
Corduroying, (between one hundred and twenty-first and one hundred and forty-first mile,) two hundred rods lineal, at $3 60...	720 00	
Fifty-one culverts, of spans from fourteen to fifteen feet, and at from $25 to $56.....	1,547 00	
Six small bridges, (between one hundred and tenth and one hundred and twenty-first miles,) fifteen to twenty feet span, at $150 each.....	900 00	

Bridge over Deer creek, (on one hundredth and ninth mile,) twenty-five feet span....	$250 00	
Three large (truss) bridges, seventy feet span, at Grindstone, Willow, and Portage, or Moose rivers, at $1,500 each.....	4,500	
		$19,397 30

3. One hundred and forty-first mile to Twin lakes, sixteen miles:

Felling and removing trees, twenty-four feet on each side of roadway, ninety-five acres, at $40.....	$3,800 00	
Earth work, (excavation, &c.,) 10,241 cubic yards, at twenty-five cents.....	2,560 25	
Corduroying 138.6 rods lineal, at $2 70 per rod	374 22	
Nineteen culverts of spans, from four to ten feet, at $17 and $32 each.....	370 00	
Bridge over Black Hoof river, (truss,) seventy feet span.....	1,500 00	
		8,604 47

4. Twin lakes to Superior, twenty-one miles:

Earthwork, (chiefly ditching and corduroy covering,) 31,854 cubic yards, at twenty-five cents.....	$7,963 50	
Corduroying three hundred and thirty-eight rods lineal, at $2 70 per rod.....	912 60	
Timber for repairs of burned bridges, 5,575 feet, superficial, at eight cents.....	446 00	
		9,322 10
		45,463 87
Add ten per cent. for engineering, office and contingent expenses.....		4,546 38
		50,010 25

Say $50,000.

Estimate of amount required to complete the road from Fort Ripley, via Crow-wing river to the main road leading to the Red River of the North.

1. From twenty-ninth mile to seventy-second mile, forty-three miles:

Grubbing, &c., roadway eighteen feet wide, forty-seven acres, at $50.....	$2,350 00	
Felling and removing trees, twenty-four feet each side road, seventy-two miles, two hundred and sixty acres, at $20.....	5,200 00	

rthwork, (excavation, &c.,) 10,260 cubic ards, at twenty-five cents		$2,565 00	
duroying five hundred and thirteen rods ineal, at $3		1,539 00	
urteen culverts, at $30 each		420 00	
small bridges, twenty feet span, t $190 each	$1,140		
o small bridges, twenty-five feet pan, at $224 each	448		
o small bridges, thirty feet span, t $269 each	538		
idge over Wing river, forty feet pan	330		
idge over Leaf river, sixty feet span	900		
idge over Gull river, one hundred and twenty feet span	2,500		
		5,856 00	
			$17,930 00

2. From seventy-second mile to ninety-fifth mile, enty-three miles:

ubbing, &c., roadway, eighteen feet wide, twelve acres, at $50		$600 00	
lling and removing trees, twenty-four feet on each side road, thirty acres, at $20		600 00	
rthwork, (ditching, &c.,) 1,200 cubic yards, at twenty-five cents		300 00	
rduroying sixty-six rods lineal, at $3 per rod		198 00	
ie small bridge, twenty feet span	$190		
idge over first crossing Otter-tail river, one hundred feet span	2,000		
idge over second crossing Otter-tail river, one hundred feet span	2,000		
		4,190	
			5,888 00

3. From ninety-fifth to one hundred and thirty-eighth le, forty-three miles:

ubbing, &c., roadway, eighteen feet wide, twenty-three acres, at $50		$1,150 00	
lling and removing trees, twenty-four feet ach side roadway, sixty acres, at $20		1,200 00	
rthwork, (excavation, &c.,) 2,400 cubic ards, at twenty-five cents		600 00	
rduroying one hundred and fifteen rods ineal, at $3		345 00	
ree culverts, at $30 each		90 00	
ree small bridges of twenty feet pan, at $190 each	$570		

One small bridge of thirty feet span.....	$269		
Bridge over third crossing of Otter-tail river, sixty feet span.....	900		
		$1,739 00	
Survey and location of this division, forty-three miles, at $20.....		860 00	
			$5,984 00
Add ten per cent. for engineering, office and contingent expenses.....			2,980 20
			32,782 20

Or say $32,800.

HOWARD STANSBURY,
Captain Topographical Engineers.

APPENDIX K.

ST. LOUIS, *May* 30, 1859.

COLONEL: In obedience to orders from Topographical Bureau of March 22, 1859, I have the honor to report that I visited Cincinnati in April, and examined Moseley's tubular arched bridge. Several bridges of this pattern have been put up in and near Cincinnati, and one at Upper Sandusky. That at Upper Sandusky was put up on wooden abutments, and was of one hundred feet span. Those in and near Cincinnati were of thirty, forty, and sixty feet span, and seemed to answer the purpose of their construction very well, being sufficiently rigid and free from vibration. The one at Upper Sandusky was not so rigid as those of shorter span, and vibrated a good deal when loaded wagons passed. A bridge on this pattern, of one hundred and fifty feet span, has been put up near Cincinnati, but as it was not completed at the time of my visit to Cincinnati, I had no opportunity of witnessing its action under heavy passing loads. With the amount of bracing allowed to those which I have seen, I should apprehend that that of one hundred and fifty feet span would be wanting in rigidity. In the spans of one hundred feet allowed for the bridge over the Big Blue, I have accordingly made an allowance of one tenth additional in the amount of iron work required.

After leaving Cincinnati I repaired to Fort Leavenworth, where I obtained a detail of men, and such tools as the quartermaster had in his possession necessary for the examination and selection ordered. The only road now traveled from Leavenworth to Fort Riley passes through Manhattan, on the Big Blue. The old road crossed the Big Blue at Juniata, four miles above Manhattan, but since the bridge at Juniata was carried away, it has been seldom used, and has been, in many places, fenced over, and in others allowed to get out of repair. As the present road leads by Manhattan, and is on altogether the best ground, and, besides, offers greater facilities for constructing a bridge, I selected a site near the town, and about one hundred yards

bove the upper ferry. I would here remark, that there are at present wo ferries at Manhattan, well-kept and served, and by which the nails cross at any time, as also the trains belonging to the government and emigrants.

Inclosed I forward two estimates of cost of erecting a bridge of the proposed pattern. The first is for wooden piers and abutments, and the second is for stone piers and abutments. The first estimate falls short of $15,000, although liberal allowance has been made in the prices for labor and materials. The character of the Big Blue river is such, however, that I should doubt the stability of any bridge on piers of wood, as the river is subject to sudden and heavy rises in the spring, which bring down with a strong current quantities of ice and timber. On this account, I think it preferable to use stone piers and abutments, which, though they increase the cost materially, can, in my opinion, alone give sufficient stability.

I have made the estimate for piers on the supposition that the river bed does not offer, of itself, sufficient stability for a foundation, and have accordingly included the expenses of coffer-dams, piling, concrete, &c.

The river-bed at the bridge site is, at the surface, composed of gravel and sand. The banks are of a light sandy loam, and the wells and cuttings in the neighborhood do not discover anything else than sand, although some of the wells have been sunk to a distance of forty or fifty feet. The river in many places has a quicksand bottom, and half a mile below the site of the bridge, the high bank on the western side is composed almost entirely of sand, which is cut away in large masses by the freshets. Under these circumstances, I thought it best to base the estimate on the least favorable condition of things, especially as in my examination for the selection of the site I had no means of finding out positively anything of the character of the bed beyond the mere surface; the quartermaster at Leavenworth not having in his possession any boring tools, or anything that would have enabled me to examine below the surface of the bed.

The following are some of the prices for labor and materials at Manhattan, Kansas Territory:

Oak timber, per 1,000 feet, $40 to $45.
Lime, 30 to 40 cents per bushel.
Carpenters, $1 50 to $2 50 per day.
Masons, $3 per day.
First class masonry, $15 per cubic yard.
Second class masonry, $10 per cubic yard.
Third class masonry, $8 per cubic yard.
Transportation from Leavenworth to Manhattan, 100 miles, at $1 50 to $2 per hundred pounds.

The accompanying estimates have been based on these figures. It is proper to add, that should the bed of the river, on further examination with proper tools and instruments, prove more favorable than I have supposed it to be, much of the cost, as set down in the estimates, for stone piers and abutments may be avoided.

While at Manhattan, I learned that certain parties had obtained from the Kansas legislature the exclusive right to put a bridge over the Big Blue, at or within five miles of Manhattan, but on condition that it should not interrupt the navigation of the river by steamboats. This condition would require a turning bridge. As I did not suppose that this was in the contemplation of the War Department when the examination was ordered, and would much increase the expense, I have not made an estimate for such a bridge. Should it be decided that such a bridge shall be put over the Big Blue, the requisite additions to the estimate can quickly be made. It remains to be shown that the Big Blue can be navigated by steamboats, as up to this year steamboats of even the lightest draft have not been able to go up the Kaw river and return.

I have the honor to be, very respectfully, your obedient servant,

FRANCIS T. BRYAN,
Lieutenant Topographical Engineers.

Colonel J. J. ABERT,
Chief Topographical Engineers, Washington city, D. C.

No. 1.

Estimate of cost of erection of one of Moseley's tubular arch bridges over the Big Blue river, near Manhattan, Kansas Territory, the bridge to consist of three spans of one hundred and ten feet each, with a rise of fifteen feet in the tubular arch, and wooden piers and abutments.

Cost of iron-work delivered at Leavenworth, Kansas Territory, from prices furnished by Mr. Moseley:

330 feet of iron tubular arch bridge, at $13 75 per linear foot	$4,537 50
Add ten per cent. for contingencies	453 75
Cost at Leavenworth	4,991 25
The weight of the iron work, 41,976 pounds.	
Transportation from Leavenworth to Manhattan, at two cents per pound	839 52
Cost of iron work delivered at Manhattan	5,830 77

For oak timber for piers and abutments, 2,868 feet of 12 × 12 inches = 34,416 feet, B. M. $45 per M. = $1,548 72.

Timber required for trestles on east bank		190 cubic feet.
Timber required for trestles on west bank		425 "
3 × 5 scantling	1,745 feet	185 "
4 × 3 "	250 "	21 "
4 × 4 "	104 "	12 "
4 × 2½ "	432 "	30 "
10 × 4 "	476 "	132 "
12 × 1½ "	2,646 "	330 "
	15,900 feet B. M.	1,325 cubic feet.

Whole length of bridge flooring, = 420 feet.

420 feet × 14 feet × 3 inches = 5,880 feet of 3-inch flooring timber = 17,640 feet B. M.

17,640 + 15,900 = 33,540 feet B. M.

33,540 × $45 per M = $1,509 = cost of materials for flooring, framing, &c.

Driving 16 piles of 20 feet each, at $1 per foot	$320 00
Labor of men in putting up iron work	1,000 00
Carpenters' work in preparing and putting up timber work	1,050 00

Recapitulation of expenses.

For iron work delivered at Manhattan		$5,830 77
For oak timber in trestles and flooring		1,509 00
For oak timber in piers and abutments		1,548 72
For driving 16 piles of 20 feet, at $1 per foot		320 00
For labor in putting up the iron work		1,000 00
For labor in putting up carpenters' work		1,050 00
Total cost of bridge proper		11,258 49
To which may be added, for ice breakers: For 29 piles for each breaker, of 20 per pile = 58 piles at 20 feet = 1,160 feet of piling.		
Driving 1,160 feet of piling at $1 per foot	$1,160 00	
Labor and materials for ice breakers	1,600 00	
For 2,350 pounds of iron for bolts, washers, nuts, &c., at 15 cents per pound, delivered at Manhattan for pier foundations and ice breakers	352 50	
1,200 pounds of ¼-inch sheathing iron for ice breakers, at 15 cents per pound	180 00	
Additional for ice breakers, &c.		3,292 50
The whole cost of bridge with ice breakers		14,550 99

Respectfully submitted,

FRANCIS T. BRYAN,

Lieutenant Topographical Engineers.

No. 2.—*Estimate for a bridge over the Big Blue river, at Manhattan, Kansas Territory, composed of stone piers and abutments, and Moseley's tubular arches, there being two piers and three tubular arches (pairs) of fifteen feet rise, and spanning each one hundred and ten feet.*

Cost of iron work delivered at Leavenworth City, from prices furnished by Mr. Moseley.

330 feet of iron tubular arched bridge at $13 75 per linear foot	$4,537 50
Add ten per cent. for contingencies	453 75
Cost at Leavenworth	4,991 25
The weight of the iron work, 41,976 lbs.	
Transportation at two cents per pound, from Leavenworth to Manhattan	839 52
Cost of iron work delivered at Manhattan, Kansas Territory	5,830 77

Timber required for trestles on eastern bank		190 cubic feet.
Timber required for trestles on western bank		425 "
3 × 5 scantling	1,745 feet	185 "
3 × 4 "	250 "	21 "
4 × 4 "	104 "	12 "
4 × 2½ "	432 "	30 "
10 × 4 "	476 "	132 "
12 × 1½ "	2,646 "	330 "
	15,900 feet B. M.	1,325 cubic feet

Whole length of bridge flooring, 420 feet.

420 feet × 14 feet × 3 inches = 5,880 feet of 3-inch flooring timber = 17,640 feet B. M. 17,640 + 15,900 = 33,540 feet B. M.

33,540 feet B. M. at $45 per M. = $1,509 = cost of materials for flooring, framing, &c.

Masonry of two stone piers of first class masonry, and two abutments of same, containing 810 cubic yards, at $15 per yard = $12,500 in hydraulic cement.

In case of using piling and beton for foundations for the piers:

340 piles of oak, 40 feet long, 12 × 12 inches, at $40 per M., B. M.	$6,528 00
Driving same, at $1 per foot	13,600 00
360 cubic yards of beton, at $4 per cubic yard	1,440 00

For two coffer-dams, 848 sheeting piles of 12-inch × 3 inch × 25 feet, 63,600 feet B. M.

212 main piles of 25 feet × 12 × 12 inches.

	63,600 feet B. M.
Walling	5,653 " "
String pieces	848 " "
Ribbon	424 " "

134,125 feet B. M., at $45 per M., for timber for coffer-dams, $6,035 62.

Driving 848 sheeting piles of 25 feet, at $1 per foot.....	$16,960 00
Driving 212 main piles.....	4,240 00
3,140 cubic yards of clay and sand puddling, at 50 cents per yard.....	1,570 00
Iron bolts, nuts, washers, &c., for coffer-dams, delivered at Manhattan, at 15 cents per pound, 2,500 pounds....	375 00
Carpenters' work on coffer-dams, 134,125 feet B. M., at $5 per M.....	670 62
Labor in putting up iron work.....	1,000 00
Carpenter's work on bridge.....	1,000 00
Derricks, flats, boring tools, &c.....	1,000 00

Recapitulation of expenses.

Cost of iron work delivered at Manhattan.....	$5,830 77
Timber for trestles, flooring, &c.....	1,509 00
Masonry of two abutments, and two piers 810 yards, at $15 per cubic yard.....	12,150 00
Oak piling and driving the same.....	20,128 00
360 cubic yards of beton at $4 per yard.....	1,440 00
Timber for coffer-dams.....	6,035 62
Driving main and sheeting piles.....	21,200 00
Puddling in coffer-dams.....	1,570 00
2,500 pounds of iron at 15 cents per pound.....	375 00
Carpenters' work on coffer-dams.....	670 62
Labor in putting up iron work.....	1,000 00
Labor in carpenters' work on bridge.....	1,000 00
Derricks, flats, boring tools, &c.....	1,000 00
Whole cost of bridge.....	73,909 01

Respectfully submitted,

FRANCIS T. BRYAN,
Lieutenant Topographical Engineers.

APPENDIX L.

Annual report of Captain J. N. Macomb, topographical engineers, for the year ending 30th of June, 1859.

SANTA FÉ, NEW MEXICO,
July 6, 1859.

COLONEL: In accordance with the requirements of paragraph No. 1224 of the Army Regulations, (edition of the 1st January, 1857,) I have the honor to submit the following statement of work done upon the five military roads in the Territory of New Mexico, since my last annual report:

I. For the road from Fort Union to Santa Fé, there remained but a small amount of the appropriation, which, in the course of the month of November last, was expended, with the gratifying result of opening the communication between the parts of the work previously executed, thus rendering all of the new work available. To effect this desirable end, I was obliged, on a portion of the work last done, to adopt a narrower roadway, for the want of funds to continue the full width adopted for the other parts of the improved road.

II. On the road from Tecalote to Albuquerque, the work was continued until about the middle of October, when it was found impracticable to prosecute it to advantage, owing to the insufficiency of the amount of funds then remaining on hand. The chief part of the labor which I applied upon this road was expended in Cañon Carnnel, a formidable mountain gorge through the chain some twelve or eighteen miles east of Albuquerque, and our new road in that cañon constitutes a very important link in the route along the thirty-fifth parallel, so that this work is of general as well as of local importance.

III. On the road from Cañada to Abiquia, the remainder of the appropriation was expended by the end of December last, very nearly completing all of the route that is susceptible of improvement. The chief work accomplished upon this route was to make a good and permanent road at the only point of any difficulty on the route. The great advantage of this improvement has been made manifest since the commencement of the high water of this season, in the river Chama, as the river has taken possession of the portion of the old road which was abandoned, and, but for the new road which we built on the high ground, wagons could not pass over the route.

IV. For the route from Taos to Santa Fé, the original appropriation was quite inadequate to the making of a good road, as the most formidable obstacles to road making upon any of the routes which have been designated in New Mexico undoubtedly exist upon this road. In accordance with my recommendation, I was authorized to apply the small appropriation, or what remained of it after the expenses of survey, &c., upon the Santa Fé end of the road, as being the only part of the route where there was no possibility of changing the location for the better. I had something more than five thousand dollars to apply to the work, and with this I have paid for the preliminary examinations, and improved the roadway so far as to afford very good traveling for the first fifteen miles from Santa Fé. The work was done in March, April, and May of the present year.

V. For the road from Santa Fé to Doña Ana, there came into my hands a small balance of an appropriation originally inadequate, and this I was authorized to use in improving that portion of the road between Santa Fé and Algadones, for reasons similar to those above given in the case of the Taos road. The amount applied was somewhat less than five thousand dollars, which was expended upon some eight miles of the road, chiefly for the improvement of the crossing of the Galisteo valley, (some sixteen miles below the town of Galisteo.) There is now an excellent road over what was formerly an obstacle only to be passed with difficulty and danger.

The improvement which has been made in the above-named roads

by these limited operations, has been a subject of very general commendation throughout the community, and has caused renewed hopes that further appropriations for such improvements may be obtained for the benefit of the Territory.

Such appropriations I sincerely hope may be granted, and, in furtherance of this object, I beg leave to refer to the estimates presented with my last annual report, merely remarking that the work done since those estimates were drawn up confirms their general accuracy, and if the appropriations should be made and applied with the same regard to economy which has governed me in these disbursements, I have no doubt that these roads, so desirable for the common good and advantageous for the public service here, will be completed in a permanent and substantial manner.

I remain, very respectfully, sir, your most obedient servant,

J. N. MACOMB,
Captain Topographical Engineers.

Colonel J. J. ABERT,
Com'g Corps Top'l Eng's, U. S. A., Washington, D. C.

Estimates for the roads in New Mexico, in charge of Captain J. N. Macomb, topographical engineers.

SEPTEMBER 29, 1858.

I. Estimate for the completion of the road from Fort Union to Santa Fé:

From Santa Fé to the Arroyo Hondo, five miles and three chains	$1,500
From Arroyo Hondo to Rock corral, four miles and twenty-six chains	4,500
From Rock corral to Apache cañon by present main road, four miles and fifty-nine chains; but by trail, which can be improved, two miles and thirty-nine chains	8,500
From the mouth of Apache cañon to El Arroyo de Pecos, by present road, ten miles and seventy-three chains; by trail, which can be improved, nine miles and sixty-four chains	10,500
From El Arroyo de Pecos to San José crossing of Pecos river, eighteen and a half miles	7,500
From San José to Tecalote, fifteen and a half miles	6,500
From Tecalote to Las Vegas, eleven miles	3,500
From Las Vegas to Fort Union, by one road thirty miles, by another, twenty-seven miles	4,500
Bridges across the rivers Pecos, Moro, Sapello, and Gallenas, at $1,000 each	4,000
Total	51,000
From which deduct amount appropriated for this road, by act of 3d of March, 1855, No. 58, chapter 189	16,000
Total required for the completion of the road from Fort Union to Santa Fé	35,000

II. Estimate for completing the road from Tecalote to Albuquerque:

From Albuquerque to Tejaris through the Cañon Carnnel, eighteen miles	$8,000
From Tejaris to Carpenter's rancho, six and a half miles	2,000
From Carpenter's rancho to Cañon Blanco, seventy-five miles	5,000
From Cañon Blanco to San Miguel, descending from the mesa at or near Puerto Capote, thirty miles	8,000
From San Miguel to Tecalote, fifteen miles	2,500
Bridge over Pecos river	1,000
	26,500
From which deduct balance of former appropriation on hand at the time of making this estimate.—(See act of 3d March, 1855, No. 58, chapter 169)	3,500
Total required for the completion of the road from Tecalote to Albuquerque	23,000

III. Road from Cañada to Abiquia. No further appropriation is asked for on account of this road at this time.

IV. Estimate for completing the road from Taos to Santa Fé:

Section from Taos to Sienaguilla, eighteen miles	$13,500
Sienaguilla to La Joya through the cañon of the Rio del Norte, fifteen miles	82,500
From La Joya to Santa Fé, forty miles	21,500
	117,500
From which deduct balance on hand of appropriation made by act of 17th July, 1854	4,500
Leaving total required for the completion of a road from Taos to Santa Fé	$113,000

V. Estimate for continuing the improvement of the road from Santa Fé to Doña Ana, and for surveying the route thereof, with a view of making the final location of that portion between Albuquerque and Doña Ana, $25,000.

All of which is most respectfully submitted by

Your most obedient servant,

J. N. MACOMB,

Captain Topographical Engineers.

Colonel J. J. ABERT, *Com'g Corps Top. Eng'rs.*,
United States Army, Washington, D. C.

APPENDIX M.

ASTORIA, OREGON, *October* 6, 1859.

COLONEL: I have the honor to present the following report of the operations on the several works under my charge during the past year.

I. MILITARY ROAD FROM ASTORIA TO SALEM.

This road is projected to open a communication from Astoria, at the mouth of Columbia river, in a southeasterly course over the Coast range of mountains, and through the "Great Forest" to Twalatin river, a distance of about sixty-five miles; and thence across the "plains" to Salem, on the Williamette river, being a total distance of one hundred and twenty miles.

Congress having made an additional appropriation of $30,000 for the completion of this road, to be expended under the direction of the Secretary of War, I assigned Second Lieutenant J. B. Wheeler, corps topographical engineers, to the immediate charge of its construction, with instructions to apply the work of the season as follows: On the first thirteen miles out from Astoria, which had been previously opened, to repair and improve the road where necessary, and remove the fallen timber; to improve the location of the remaining portion as far as Harper's settlement, on Twalatin river, where necessary, in order to make it practicable in its grades, if attainable, without an injudicious departure from the route already located and marked out; and to apply the season's operations upon the *whole* of that portion of the road lying between Astoria and Harper's settlement, (that between Harper's settlement and Salem being as hitherto reported, already practicable for travel,) and to so distribute the work as to render the road equally practicable *throughout*, and of the best character that the season and means would allow.

Under authority received from the War Department to construct it with hired labor, two well organized parties (each composed of an excellent foreman and thirty laborers, and woodsmen carefully selected for the service) commenced operations upon the road at Astoria in May last, that being the earliest period practicable therefor on the breaking up of the "rainy season."

Lieutenant Wheeler has had the charge of this road until the 20th ultimo, when he was relieved therefrom under special orders from the War Department.

In reporting the progress and condition of the work, he adds that actual experience alone can enable one to understand the difficulties in making a road through such a country, the immense size of the trees, the great quantities of fallen timber, and the thick undergrowth, added to a rough and mountainous country, and very unfavorable weather, making it an almost herculean task to open and construct *a good wagon road.*

This road has been constructed during the past season for a distance of thirty-three miles; its location in many places, where before it was

impracticable, has been very much improved, particularly over Green and Saddle mountains, of the Coast range; and as far as constructed it is a good and practicable wagon road. The "rainy season" having already set in so as to render further operations impracticable, this season the work thereon will, in consequence, be suspended.

The available means now on hand are $11,500, which are sufficient for opening a road through, in another season, to a point five miles north of Twalatin river; thence the road is already opened and traveled to Salem.

II. MILITARY ROAD FROM VANCOUVER TO STEILACOOM, WASHINGTON TERRITORY.

The balance on hand pertaining to this road, at the date of my last annual report, was $4,575 58.

The contracts made previous to then with George Drew and William Jackson, for opening and constructing seventeen miles of the road, from Drew's mills, down the west bank of Cowlitz river, to connect with the "old trail" at a point eleven miles above Monticello, were satisfactorily completed, and the balance due thereon paid on the 1st October last.

A contract was also made the 16th of September last with Mr. William Jackson for building two bridges over the north and south branches of Arkansas creek, for $200 each. These bridges have been satisfactorily completed and paid for in accordance with the contract.

The balance of the funds has mostly been applied to opening and improving the trail leading to Monticello, as well as to the removal of fallen timber, which has obstructed the road (since its completion) between Drew's mills and the junction of the "old trail."

The whole appropriation has been exhausted, and there are no arrearages.

The failure of Congress, at its last session, to make the appropriation requisite for the completion of this very important road, caused a suspension of work thereon early in the season. I have, therefore, to renew the recommendation that an appropriation of $50,000 be made for completing this road to Fort Vancouver, to wit: $10,000 for completing the unfinished portion down the west bank of the Cowlitz river, and $40,000 for locating and constructing the remaining fifty miles, from Cowlitz river, up along Columbia river, to Fort Vancouver, as originally contemplated.

This is by far the most important road in Washington Territory, at all times so from the Columbia river to Steilacoom; and from the Cowlitz, up the valley of the Columbia river, to Fort Vancouver, it is indispensable whenever the Columbia river is frozen over so as to interrupt its navigation.

III. MILITARY ROAD FROM STEILACOOM TO BELLINGHAM BAY, WASHINGTON TERRITORY.

The balance on hand pertaining to the road, at the date of my last annual report, was $8,534 12. Congress having failed to make an appropriation for completing this road also, I advertised last spring for proposals for opening a "trail" merely, along the located line of this

road, from Seattle to Whatcom, a distance of about eighty-five miles; the trail to be practicable for pack mules and stock driving.

Mr. Philip Keach, of Steilacoom, being the "lowest responsible bidder" therefor, the contract was awarded to him at $93 per mile; the trail to be finished on or before the 1st of November next. The contractor had completed on the 19th instant forty and one third miles of the trail. He has increased his force, with the determination to complete his contract in the time required.

For the completion of this road throughout, there will be required as follows, viz:

1. For opening and constructing the unfinished portion south of Seattle, (eight miles,) including bridging...	$5,000 00
2. For constructing a road along the trail between Seattle and Whatcom, (eighty-five miles,) at $500 per mile...	42,500 00
3. Engineering and incidental expenses.....	2,500 00
Total	50,000 00

There is no other road to connect the military postsand to open the country to settlement along the east of Puget's Sound. At the present time its completion would afford great advantages, and the occasion might arise when it would be indispensably necessary for the movements of troops and transportation of military stores and supplies.

In addition to the above, there are other roads which are highly essential to the interests of Washington Territory, in opening inland communication between its different sections, and especially so, in a military point of view, in facilitating the movement of troops, and the transportation of supplies, as follows, viz:

I. From Fort Vancouver up along the Columbia river to the Dalles, a distance of ninety-five miles. This road is indispensable to communication whenever the river is closed by ice, and would have additional importance from its connection with the new route direct from the Dalles to Great Salt Lake valley, now being explored under orders of General Harney. The estimated amount necessary for its location and construction, being ninety-five miles, at $800 per mile, is $76,000.

II. Military road from Seattle, *via* "Snoqualmoo Pass" and Yakima river, to connect with the Walla-Walla and Fort Benton military road now in process of construction, and thereby opening a direct communication between Puget's Sound and the head of navigation of the Missouri river. This road would, moreover, afford a good wagon road connection through the great plain of the Columbia river with Fort Colville, which is on the Upper Columbia, about thirty-five miles south of the inter-national boundary line. The amount estimated to be necessary for its location and construction, being for 250 miles, at $400 per mile, $100,000.

III. Road from the Columbia river, commencing at or near its mouth, *via* the head of Puget's Sound, to Fort Townsend, at the head of the Straits of Juan de Fuca; this road being important in the absence of any other inland route on the west of Puget's Sound. The

amount estimated to be necessary for its location and construction, being for 175 miles at $500 per mile, $87,500.

In addition to the foregoing routes, inland I desire also to respectfully ask attention to the navigable condition of the Columbia river, and its improvement, with a view to greater economy and increased facilities in the transportation of troops and supplies to the various posts in the valley of the Upper Columbia and its tributaries. The improvement of the channel of this river so as to make it navigable at all stages of the water wherever practicable, is a matter of great importance, and worthy of the immediate attention of the department, in consideration of the vast benefit to be derived at a comparatively small cost.

These waters are now regularly navigated by ocean steamers for about 100 miles up to the mouth of Williamette river, and thence twelve miles up the Williamette to Portland, Oregon; also up the Columbia, five miles above the mouth of the Williamette, to Fort Vancouver, Washington Territory; and indeed there is sufficient depth of water for them to ascend the Columbia in its highest stages as far up as the Cascades, which are forty-five miles above Fort Vancouver—in all, about 150 miles above its mouth. In all its stages, I am informed, that steamers drawing eight to ten feet can ascend to that point. Steamboats ply regularly between Fort Vancouver and the cascades.

At the Cascades there is a portage of five miles length in ordinary stages of the water, and of two and a half only in high water. This interruption to its navigation it is now impracticable to attempt to obviate, although it may be improved. The portage was constructed under an appropriation made by Congress, and it requires much improvement to make it what it ought to be, as over it all the troops and supplies to and from the Upper Columbia have to be transported.

From the head of the Cascades there is sufficient depth of water for vessels of any desired draft as far up as Fort Dalles, which is 50 miles above the Cascades. Steamboats run regularly between those points. From Fort Dalles there is a portage of 15 miles up the left (south) bank of the Columbia to the mouth of Des Chutes river not to be obviated. During the past season the steamer "Colonel Wright" has been placed upon the river, and has been running regularly between the mouth of the Des Chutes and Walla-Walla river, a distance of about 110 miles.

Until the middle of July, or thereabouts, the "Colonel Wright" ran up the Columbia about 12 miles, to Snake river, and thence, *during high water*, up Snake river, about 50 miles further, to Pelouse crossing. Since that time it has been running up the Columbia river to "Priest's rapids," about 75 miles above the Walla-Walla, that being the highest point to which the river has, thus far, been navigated by steamboats.

From the Des Chutes to Priest's rapids the Columbia river is considered navigable, in all its stages, for steamboats carrying from 50 to 75 tons. Captain W. R. Kirkham, assistant quartermaster, U. S. A., stationed at Fort Walla-Walla, informs me that, in forwarding supplies to Colville during the past season, they were taken by steamboat to Pelouse crossing, on Snake river, and thence by land 160 miles to

Colville, during high water, and since then, by steamboat, to Priest's rapids, and thence by land to Colville. At present it is impossible to ascend Priest's rapids. Experiments, however, are being made by Captain Kirkham on the navigation of the river above, and should they be successful, and it is believed they will, a steamboat will probably be taken up next spring to run between those rapids and Isle des Pierres rapids. Between the Des Chutes and the Walla-Walla there is a fall of about 250 feet, creating several rapids, of which the "Umatillah rapids," 16 miles above the Des Chutes, present the most serious impediment to navigation.

Between the Walla-Walla and Priest's rapids there are no rapids to obstruct navigation. At Priest's rapids there is a long portage, between which and Kettle falls (six miles below Colville) there occur several other rapids. Most of these rapids, and it is believed that all, including Priest's rapids, could be cleared of boulders and otherwise improved, so as to make the river navigable for steamboats all the way from Des Chutes river up to Kettle Falls, a distance of about 550 miles.

These views are respectfully presented to the bureau for its consideration, and, should they be favorably received, I have the honor to recommend that, in order to carry out the proposed improvements, the sum of $60,000 be appropriated therefor, that amount being deemed sufficient for the purposes named, $10,000 thereof being for the improvement of the portages at the Cascades and the Dalles.

Brevet Second Lieutenant Joseph Dixon, corps of topographical engineers, having completed the surveys and maps of the military reserves at Fort Vancouver and the cascades, under orders received by me from the general commanding the department of Oregon, he was subsequently, in April last, assigned, by special orders of General Harney, to Captain Wallen's command, which was organized to explore a new route from Fort Dalles to Great Salt Lake valley. I fitted out Lieutenant Dixon with the astromonical and surveying instruments requisite for such an expedition, and he is now in the field engaged upon his duties connected therewith.

I am, colonel, very respectfully, your obedient servant,

GEORGE THOM,
Captain Topographical Engineers.

Col. J. J. ABERT,
Chief Corps of Topographical Engineers,
Washington, D. C.

APPENDIX N.

SAN FRANCISCO, *September* 1, 1859.

SIR: I have the honor to report that I have now been engaged for a year in making some barometric experiments on the Pacific coast. I have eight meteorological stations where hourly observations have been taken for ten days in each month, which, when completed, will deter-

mine the laws of the barometric oscillations on this coast, near the sea level. I have also had one station on the summit of Mount Diablo, at an elevation of 3,847 feet. From the latter, some very interesting results have been obtained, but it shows the necessity of having a series of observations at high altitudes to compute the work. I have proposed to make a station at Placerville, 1,400 feet high; one half way up the Sierra Nevada; one near the summit at an altitude of seven or eight thousand feet, and one in Carson's valley, at the eastern base of the mountain, together with one at Fort Crook, latitude 41°, altitude 3,500 feet, and one at Fort Tejon, altitude 3,100 feet, latitude 35°.

With these stations established, and continued for one year, I have no doubt but that valuable results will be obtained, and that we will know how to use the barometer so as to get certain results, within twenty feet of the truth.

I have the honor to be, very respectfully, your obedient servant,

R. S. WILLIAMSON,
Lieutenant U. S. Topographical Engineers.

Col. J. J. ABERT,
Chief Bureau Top. Eng'rs, Washington, D. C.

APPENDIX O.

WASHINGTON CITY, D. C.,
October 29, 1859.

SIR: In compliance with army regulations of January 1, 1857, paragraph 1224, I have the honor to report the progress, since the date of my last annual statement, of the various duties assigned me.

Special orders from the War Department assigned me to duty with "the exploration and verification of surveys already made of a ship canal near the Isthmus of Darien." This service having been subsequently placed under the general control of the Secretary of the Navy, joint instructions of coöperation were issued by him to the officers selected by the two departments to execute it. At the termination of the labors in the field, a complete survey of the proposed canal route having been made from ocean to ocean by the party under my charge, the expedition returned to the United States during the month of May, 1858. Immediately thereafter myself and assistants commenced, agreeable to the letter authorizing their appointment and the wishes expressed by the Secretary of the Navy, the office labors, in connection with the work, such as the necessary computations and preparations of tables and maps, and continued to prosecute them up to the 1st of August. During these months, my assistants received no remuneration, neither were any funds placed at my disposal to enable me to furnish a report "full on the matter, embracing every requisite detail," as called for by the instructions from the Navy Department. Special orders from the War Department of August 20, 1858, directed me, in addition to my other duties, to assist the commissioners on the part of Maryland and Virginia in tracing and marking the boundary lines be-

tween their respective States. At their invitation, I accompanied them to different points of said lines, for the purpose of identifying the position of Fairfax stone (the initial point of the western meridian boundary) planted at the head springs of the Potomac, and to ascertain whether any old marks still existed on that portion of the line lying between the Atlantic ocean and the Chesapeake bay which divides the eastern shore sections of the two States. As the result of these examinations, the commissioners desired me to take the field at once; firstly, to "obtain, by actual survey, as accurately as possible, a plot of the old Scarborough line, traced somewhere about the year 1668, from the mouth of the Pocomoke to the sounds near the sea, and also a continuation of this line westwardly along and near the north shore of Pocomoke bay to Tangier sound;" and secondly, at the conclusion of the above preliminary surveys, to proceed to the Fairfax stone and prosecute, as far as the season would permit, "such astronomical observations as may be requisite to determine the direction of a meridional line from this point to the Pennsylvania line." By the first of December the first portion of these instructions were complied with, but as the season had become too far advanced to operate with success on the western line, in consequence of its exposed position on the top of the Alleghany mountains, my party returned to this city and commenced the preparation of the maps of the eastern section of the survey. By the first of June of this year detailed and general maps of the work were completed. Whilst occupied with this duty, my attention was again directed to the report of the survey of the "inter-oceanic ship canal route" by a letter from the Navy Department, of which the following is a copy:

NAVY DEPARTMENT, *November* 6, 1858.

SIR: The department desires that you will submit to it, at the earliest day practicable, the report, plans, and profiles of that portion of the survey of the Isthmus of Darien, of which you took notes and observations.

I am, respectfully, your obedient servant,

ISAAC TOUCEY.

First Lieutenant N. MICHLER,
Corps Topographical Engineers, Washington, D. C.

In compliance with these instructions, myself and assistants again resumed our labors on December 1, 1858, and continued in the execution of them until the 4th of April, 1859, notwithstanding that, during this entire period, as well as the previous one, the necessary funds were not furnished to enable me to conform to them. By that time, three of my assistants had completed the division of the duties intrusted to them, although the services of the other two were still required to complete the maps already in course of construction. As none, however, had been remunerated for any portion of the time occupied in the performance of duties connected with the office, I was obliged, at their request, to discharge them. Having no means to meet expenses already incurred, much less to enable the work to proceed, I respectfully requested the honorable Secretary of the Navy, on

the 5th of April, should means not be available to complete the work, "to relieve me from duty with his department, and direct me to report to the honorable Secretary of War." On the 5th of May, I received the following communication:

NAVY DEPARTMENT, *May* 5, 1859.

SIR: As requested in your letter of the 5th ultimo, you are hereby relieved from duty under this department, and will report to the Secretary of War. You will be pleased to return such instruments as you may have in your possession to the respective departments from which they were obtained.

I am, respectfully, your obedient servant,

ISAAC TOUCEY.

Lieutenant N. MICHLER,
United States Army, Washington, D. C.

Accordingly, on the 6th of May, 1859, I had the honor to report by letter to the honorable Secretary of War, of which the following is an extract: "Under the assignment by the War Department, under Special Orders No. 115, August 20, 1858, detailing me to assist in running and marking the boundary lines between the States of Maryland and Virginia, I shall prosecute this duty towards completion, and shall hold myself in readiness to comply with the further orders of the honorable Secretary of War to resume, whenever the necessary funds may be furnished, the office duties connected with the survey of an interoceanic ship canal near the Isthmus of Darien, *via* the Atrato and Truando rivers, should it be contemplated by the honorable Secretary to present the result of my surveys to Congress." During the latter part of January, 1859, a resolution of the Senate was agreed to, calling upon the Secretary of the Navy to transmit to that body the full detailed reports of these surveys; and, in order that this call may be obeyed, I would respectfully submit to the chief of the corps, for his approval, the following estimate, and request him to ask the honorable Secretary of War to recommend to Congress the passage of a sufficient appropriation for that purpose:

For payment of salaries due assistants for services performed previous to April 6, 1859, (vouchers submitted to Navy Department for approval April 5, 1859,)	$5,322 88
For services for three draughtsmen for three months, at $100 per month for each	900 00
For incidental expenses, stationery, commutation, etc.	277 12
Sum total	$6,500 00

This sum, $6,500, will enable me to pay all deficiencies for salaries, besides furnishing the means to complete the maps. I hope the above will meet with favorable consideration.

On the 4th of June, 1859, the season having become once more favorable for field-work on the mountains, my party left this city to proceed to the western meridional boundary line between Maryland

and Virginia, for the purpose of tracing and marking it, agreeably to instructions from the commissioners, Thomas S. Lee, Esq., on the part of Maryland, and Angus W. McDonald, Esq., on the part of Virginia. I commenced operations at Fairfax stone, near the head springs of the Potomac, and traced and marked the meridian line to its intersection with Mason and Dixon's line, the southern boundary of Pennsylvania. Its direction was determined at several principal stations, and prolonged from ridge to ridge of the Alleghanies, with a large astronomical transit, the intermediate valley sections having been run with a small theodolite. The longitude of the line was obtained by meridian transits of the moon and moon-culminating stars during three successive lunations. Latitudes of the principal transit stations were determined by frequent observations of circum-meridian altitudes of north and south stars, made with a Gambey sextant. Surveys of the roads and streams in the immediate vicinity of the line, comprising a belt of country from three to six miles in width, were partially completed between Fairfax stone and the intersection of the meridian line with the track of the Baltimore and Ohio railroad. Owing to the exceedingly rough character of the country, and the necessity of cutting the line through heavy, dense timber, the field-work was not completed until the last week of September, at which time my party returned to this city. During my absence, duplicate copies of the maps of the eastern shore section of the line were nearly finished in the office, one copy intended for each State. I hope soon to commence the maps of the western meridian line, and continue work upon them during the coming winter.

I am, sir, very respectfully, your obedient servant,

N. MICHLER,
Lieutenant Topographical Engineers, U. S. A.,
In charge Maryland and Virginia Boundary Survey.

Colonel J. J. ABERT,
Bureau Topographical Engineers, U. S. A.

WASHINGTON, *October* 20, 1859.

SIR: Since the date of my last annual report, no change has occurred in the tenor of the orders committed to me by the bureau, nor in the state of the service to which they refer. To that report, therefore, I have the honor of referring you as containing all the information I could give the bureau respecting the service in question.

Very respectfully, I am, sir, your obedient servant,

JAMES KEARNEY,
Lieutenant Colonel Topographical Engineers.

Colonel J. J. ABERT,
Bureau Topographical Engineers.

OFFICE TOPOGRAPHICAL ENGINEERS,
Louisville, Kentucky, September, 1859.

SIR: I have the honor to present my report for the year ending June 30, 1859.

There has nothing transpired worthy of special notice during the past year.

This Congress did not appropriate any money to carry on such works as fall under my supervision.

The only subject of great importance that has been brought to my notice is the improvement of the canal around the falls of the Ohio. This subject has aroused the minds of the citizens of Louisville, Cincinnati, and of the other cities along the Ohio valley. On the 27th of June last, a committee of most distinguished men assembled here from various points of this valley, to decide on the best method of improvement. In reply to an invitation of their chairman, I addressed a letter to them expressing my views in relation to the improvement in question.

The committee resolved that "the enlargement of the present Louisville and Portland canal, with a branch entering the river below the rocks, near the foot of Sandy Island, would be the most readily accomplished, the most feasible, and least expensive plan of improving the navigation of the Ohio river at the falls."

The usual routine duties of my office have daily occupied my attention, and that of my assistant and clerk, Mr. G. F. Fuller.

I am, sir, very respectfully, your obedient servant,

JAMES W. ABERT,
Captain United States Army.

Col. J. J. ABERT,
Chief of Corps Topographical Engineers, Washington, D. C.

Lieutenant Colonel J. D. Graham's annual report on the harbor works under his direction, situated on Lakes Michigan, St. Clair, Erie, Ontario, and Champlain, for the year 1859.

OFFICE GENERAL SUPERINTENDENCE OF LAKE HARBOR WORKS,
Chicago, October 31, 1859.

SIR: I have the honor to submit this my annual report for the year 1859 on the lake harbor works and the steam dredge-boats connected therewith under my direction, on the north and northwestern lakes, as follows, viz:

I. LAKE MICHIGAN.

1. Chicago, harbor, Illinois.
2. The steam dredge-boat on this lake.
3. Waukegan breakwater, Illinois.
4. Kenosha harbor, Wisconsin.
5. Racine harbor, Wisconsin.
6. Milwaukie harbor, Wisconsin.
7. Sheboygan harbor, Wisconsin.
8. Manitowoc harbor, Wisconsin.

9. Michigan City breakwater, Indiana.
10. New Buffalo harbor, Michigan.
11. St. Joseph harbor, Michigan.
12. Black Lake harbor, Michigan.
13. Grand Haven harbor, at the mouth of Grand river, Michigan.
14. Mouth of South Black river, Michigan.
15. Mouth of Kalamazoo river, Michigan.

II. LAKE ST. CLAIR.

16. Mouth of Clinton river, Michigan.

III. LAKE ERIE.

17. Monroe harbor, mouth of the river Raisin, Michigan.
18. Sandusky harbor, Ohio.
19. Huron harbor, Ohio.
20. Vermilion harbor, Ohio.
21. Black river harbor, Ohio.
22. Cleveland harbor, Ohio.
23. Grand River (Fairport) harbor, Ohio.
24. Ashtabula harbor, Ohio.
25. Conneaut harbor, Ohio.
26. Erie harbor, Pennsylvania.
27. The United States steam dredge-boat for Lake Erie.
28. Dunkirk harbor, New York.
29. Buffalo harbor, New York.

IV. LAKE ONTARIO.

30. Oak Orchard harbor, New York.
31. Genesee harbor, (mouth of Genesee river,) New York.
32. Sodus Bay harbor, Wayne county, New York.
33. Sodus Bay harbor, Cayuga county, New York.
34. Oswego harbor, New York.
35. Ogdensburg harbor, New York.
36. The United States steam dredge-boat for Lake Ontario.

V. LAKE CHAMPLAIN.

37. Burlington breakwater, Vermont.
38. The United States steam dredge for Lake Champlain.

VI. LIGHT-HOUSE SERVICE.

39. The new iron light-house at Chicago, Illinois.

VII. TOLEDO, OHIO, AND THE SHIP COMMERCE BETWEEN THE PORTS OF THE UPPER AND LOWER LAKES.

40. Toledo, Ohio.
41. The ship commerce between the ports of the upper and lower lakes, in the year 1858.

As almost every detail concerning the condition of the above-mentioned harbor works, and the estimates of the cost of repairing them and completing them, were given in my annual reports for 1856, 1857, and 1858, to be found printed in Senate Executive Document No. 16, of the Thirty-fourth Congress, third session, page 480; in Senate Executive Document No. 42, of the Thirty-fifth Congress, first session, page 176; and in part third, as labelled on the back, but in the title page marked "volume II, part II," of Executive Document No. 2, of the House of Representatives of the Thirty-fifth Congress, second session,* from page 1099 to page 1192, inclusive, I shall have frequent occasion to refer to those documents for information which it would seem unnecessary to repeat in full for the third and fourth times. To a proper understanding, however, of the report contained in the last mentioned document, the typographical errors therein contained, which are given in the accompanying list marked A 1, must first be corrected. The several harbors will be considered in the order in which they are named above.

The statistics of the commerce of each harbor for the year 1858, have been obtained, in a manner to show, with the greatest practical accuracy, the amount and value of the receipts and shipments of agricultural products and merchandise of every description during that year. The number of arrivals and departures of vessels during the navigable season of that year, in respect to each harbor, and in some cases the enrolled tonnage, have been obtained. These are all shown in separate statements, properly marked, hereto appended. The statements are based on information obtained from the custom-houses, and from the merchantile books at the several places named.

I. LAKE MICHIGAN HARBOR WORKS.

CHICAGO HARBOR, ILLINOIS.

Repair of the harbor piers, and other improvements.

The decayed and dilapidated condition of these piers, and the precarious state of the harbor in consequence, have been too strongly set forth in my previous annual reports to need much additional comment upon them here. The portions of those piers above water cannot last much longer without immediate repairs, which cannot be made until appropriations for that object be granted.

It was decided by the Treasury Department that the $87,000 appropriated in the light-house bill in March last, was applicable only to the repair of that portion of the north harbor pier which constitutes one side of the inclosure to the new iron light-house, and to the other objects connected immediately with the defenses of that structure from the action of the lake sea. Hence, only one hundred and sixty-five (165) feet in length of that pier, commencing at its east extremity and running the aforesaid distance west, were repaired out of that appropria-

*This is the volume containing the reports of the Secretary of War and the heads of the bureaus under the War Department, which accompanied the annual message of the President of the United States to the two Houses of the Thirty-fifth Congress, at the commencement of its second session, December, 1858.

tion. The work was done under the direction of an officer serving under the orders of the Light-house Board. No repairs were made with a view to protecting the harbor, because no means were at my disposal for that object.

I beg leave to repeat here the recommendations contained in my last annual report in regard to the repairs and improvements of this harbor, and the procuring of an additional steam dredge for the purpose of keeping the bar at the harbor entrance constantly subdued.

The estimates for the several objects named will be found printed in full detail, at pp. 1111 to 1116, in part three of the President's message and accompanying documents, sent to the two Houses of Congress at the commencement of the second session of the Thirty-fifth Congress, in December, 1858. It amounts to the sum of $219,342 96.

The items are as follows, viz:

1. For repairs of the north and south piers in stone masonry	$152,405 04
2. For extending the south pier 480 feet lakeward	28,924 95
3. For the construction of a basin to protect the public property	18,080 47
4. For a steam dredge-boat and scows for Chicago harbor	17,500 00
5. For dredging Chicago harbor and bar	2,200 00
6. For a set of meteorological instruments	232 50
Amount of estimate	219,342 96

Within the last seven years, $1,430,146 42 dollars have been paid at Chicago into the public treasury, in duties on foreign importations brought here, and a longer period has elapsed without a dollar being appropriated for the repair or the improvement of the harbor. It is in view of this liberal contribution to the public treasury, as well as of a judicious economy as regards the durability of the works, that we have heretofore recommended and still recommend, that the rebuilding of the harbor piers above the level of the lowest water mark should be in heavy stone masonry. Once rebuilt in this way, the current expenses for repairs will be almost nothing. If rebuilt in wood, the expense, which will still be heavy, must be repeated once in about every nine or ten years at least.

Openings in the harbor piers to accommodate ship basins.

The policy of allowing incorporated companies, engaged in improvements which are beneficial to commerce generally, to make openings in the United States harbor piers to communicate with ship basins constructed by them for the safe mooring of vessels, or for the safe and convenient transfer of grain from the warehouses situated on the margins of those basins, to the holds of vessels, for the purpose of transhipment, has in every instance of application for such permission, been favorably reported upon by this office, and approved by the War Department. But it has been done under certain conditions and restrictions, deemed essential for the preservation and safety of those piers

and of the harbor. In evidence of this, I will refer to the papers marked A 15 and A 16, at pages 51 to 62 of Senate Executive Doc. No. 16 of the 34th Congress, 3d session; to those marked A 17, A 18, and A 19, at pages 329 to 331, of the same Senate document; to those marked A 6, A 7, A 8, A 9, A 10, and A 12, to be found at pages 46 to 55 of Senate Executive Doc. No. 42 of the 35th Congress, 1st session; and to those marked A 2 and A 3, at pages 1116 to 1125, in part 3 of H. R. Ex. Doc. No. 2 of the 35th Congress, 2d session.

While there was every disposition to promote enterprise and improvements on the part either of incorporated companies or individuals, so far as it could be done without impairing the rights and interests of the general commerce of the country vested in the piers, and without detriment to the harbor facilities constructed and procured at the expense of the general treasury of the United States, yet, at the same time, it has been considered a paramount duty resting upon this office, whenever called upon to report upon such cases, to be watchful that, in whatever was recommended, these last mentioned rights and interests should not be in any manner impaired or compromitted.

The papers hereto attached, marked A 2 to A 5, inclusive, relate to this subject.

Draw-bridges across openings in the United States harbor piers.

The two bonds of the Illinois Central Railroad Company, of April 20, 1855, and May 21, 1858,* oblige the said company to construct draw-bridges across the openings it was permitted to make in the United States south pier to communicate between Chicago river and its ship basins.

This company has been ever ready to perform the obligations named in the bonds. The only reason why these draw-bridges have not yet been constructed is, that it cannot be done to any good effect until the United States shall have repaired the south pier at the points in question.

That pier is now, and has been for several years past, in so dilapidated a condition that the portions to be united by these draw-bridges are submerged.

Bond of the Chicago Dock and Canal Company, &c.

The bond of the Chicago Dock and Canal Company, and the articles of consent and agreement upon which the said company has, upon its application and for its own benefit, been permitted to make an opening in the United States north pier of Chicago harbor, have been perfected and are hereto attached under the heading marked A 6. They stand recorded at pages 161 and 162 in book No. 2 H, of deeds, in the office of the clerk of the circuit court and *ex-officio* recorder of Cook county, at Chicago, Illinois. The maps of reference, G No. 58 and G

*See pp. 58 to 62, of Senate Executive Doc. No. 16, of the Thirty-fourth Congress, third session; and pp. 1116 to 1120, of H. R. Ex. Doc. No. 2 of the Thirty-fifth Congress, second session.

No. 59, are recorded in the same book, the first mentioned to face page 161, and the second mentioned to face page 162.

The commerce of Chicago in the year 1858.

The accompanying statement, marked A 7, shows the amount and value of the tonnage, in steam and sail vessels, navigating the lakes, enrolled, registered, and owned at the port of Chicago on the 31st of December, 1858.

Statement A 8, shows the number and value of canal boats owned at the port of Chicago, December 31, 1858. These boats are employed for the purpose of interior commerce in navigating the Illinois and Michigan canal.

	Tons.
The tonnage in steam vessels navigating the lakes, thus shown, (see statement A 7,) is	8,151
The tonnage in sail vessels, navigating the lakes, thus shown, (see statement A 7,) is	58,771
Total lake tonnage owned at Chicago, December 31, 1858	66,922

Number of canal boats navigating the Illinois and Michigan canal, owned at Chicago, December 31, 1858, (see statement A 8,) is 152.

The value of the lake navigating tonnage, in steam vessels owned at Chicago, December 31, 1858, estimated at $40 per ton is, as per statement A 7	$326,040 00
The value of the lake navigating tonnage, in sail vessels, owned at Chicago, December 31, 1858, estimated at $35 per ton is, as per statement A 7	2,056,985 00
The value of the canal boats navigating the Illinois and Michigan canal, owned at Chicago, December 31, 1858, estimated at the average actual cost of $1,000, each is, as per statement A 8	152,000 00
Total value of tonnage owned at Chicago, December 31, 1858	2,535,025 00

The accompanying statement, marked A 9, shows the number of arrivals of steam and sail vessels at the port of Chicago during the navigable season of the year 1858, to have been 6,882.

The amount of tonnage which thus arrived within that period, as per the same statement, was—

	Tons.
In steam vessels	540,600
In sail vessels	1,103,460
Total lake tonnage which arrived at the port of Chicago in the navigable season of the year 1858	1,644,060

The accompanying statement, marked A 10, shows the number of clearances of steam and sail vessels from the port of Chicago during the navigable season of the year 1858, to have been 6,768.

The same statement shows that the amount of tonnage which thus cleared within the same period, was—

	Tons.
In steam vessels	541,781
In sail vessels	1,098.862
Total lake tonnage which cleared from the port of Chicago in the navigable season of the year 1858	1,640,643

The accompanying statement, marked A 11, shows the amount of duties on foreign importations collected at the port of Chicago in each month of the year 1858, the amount of hospital money collected at the same port for each month of that year, and the amount received by the collector of customs for storage at the same port for each month during that year.

The footings show that the total amounts respectively collected during that year were as follows, viz:

For duties on foreign importations	$63,591 80
For hospital money	1,450 13
For storage	298 80
Amount of money collected at the port of Chicago in the year 1858	65,340 73

The amount and value of the foreign and domestic (it is chiefly domestic) commerce of the port of Chicago during the year 1858, are shown by a full detail of items in the accompanying statements, marked from A 12 to A 17, inclusive.

Their values in money are as follows, viz:

Imports.

1. By lake vessels, as per the statement marked A 12.	$31,027,498 36
2. By the Illinois and Michigan canal, as per statement A 13	5,030,571 60
3. By railroads, as per statement A 14	62,974,292 16
Total value of imports at Chicago in the year 1858...	99,032,362 12

Exports.

1. By lake vessels, as per statement A 15	21,131,213 53
2. By the Illinois and Michigan canal, as per statement A 16	1,642,201 20
3. By railroads, as per statement A 17	58,279,005 32
Total value of exports from Chicago in the year 1858.	$81,052,420 05

Recapitulation.

1. Value of imports at Chicago in the year 1858.....	$99,032,362 12
2. Value of exports from Chicago in the year 1858...	81,052,420 05
Aggregate value of the imports and exports of Chicago in the year 1858.....	180,084,782 17

The above exhibit of the value of the commerce of Chicago for the year 1858 contrasts strongly with that which was given for the year 1855, in my annual report for that year, to be found printed in Senate Ex. Doc. No. 16, of the Thirty-fourth Congress, 3d session. (See page 38 of that document.)

The value of the commerce of 1855, as there stated, was as follows, viz:

Total value of imports at Chicago in the year 1855...	$196,660,064 66
Total value of exports from Chicago in the year 1855.	212,953,02188
Aggregate value of the imports and exports of Chicago in the year 1855.....	409,613,086 54

The value of the commerce of 1855 was based upon two causes of great augmentation, viz:

First. The abundant crops and their successful gathering, and the great quantity of provisions which supplied the market of that year.

Second. The large foreign exportation, and the high prices commanded, of grain, flour, and provisions, which grew out of the extraordinary demand in Europe during the war in the Crimea.

The reverse was the case in the year 1858. The market of this year was supplied from short crops. The demand in Europe for our breadstuffs and provisions had almost ceased, added to which a monetary depression prevailed throughout our commercial community, which almost paralyzed business and brought down the prices of breadstuffs, provisions, and most kinds of merchandise to about two thirds, and in some cases to one half of what they were worth in 1855.

Fluctuations in the elevation of the surface of Lake Michigan, at Chicago, during the years 1854, 1855, 1856, 1857, 1858, *and* 1859.

The daily observations of the heights of the surface of Lake Michigan, as observed upon a permanent tide-gauge fixed at the east end of the north pier at Chicago harbor, which projects well into the lake beyond the mouth of Chicago river, have been continued up to include the 30th day of June, 1859. For the want of means I have not been able

continue these observations beyond that period. They are now, therefore, altogether discontinued. They were, however, carried on regularly and daily under my direction, from the 1st of September, 1854, to the 30th day of June, 1859, a period of fifty-eight (58) consecutive months, excepting those days included between December 19, 1854, and the 9th of April, 1857, indicated in the tables, when the tide-gauge was frozen fast in its box and could not operate. Artificial means were frequently resorted to to prevent this check upon the observations, but during some of the periods of extreme cold, when the temperature had fallen to twenty degrees (20°) or more below zero of Fahrenheit, it was impossible, except at too much cost, to prevent it.

From these daily observations I have deduced the monthly averages, the monthly maxima and minima, and the monthly extreme fluctuations of the elevation of the surface of Lake Michigan for the whole period above indicated. These are all expressed in feet and decimals of a foot, and shown in the accompanying table marked A 18. This table shows that the surface of this lake is always lower in the winter months than at any other season. The periods of greatest monthly average elevation in the years observed were, respectively, as follows, viz:

1855. August, September, and October.
1856. May, June, and July.
1857. July, August, September, and October.
1858. July, August, and November. The maximum in November.
1859. June. Had the observations been continued, July and August would probably have been added to the list.

The period of least average elevation since I have been stationed here, was from January to March, inclusive, 1855, the average elevation read upon our time-gauge, within that time, being 1.63 feet.

The period of greatest average elevation within the same time was November, 1858, the monthly average, as indicated by the reading of the tide-gauge during that month, being 4.71 feet.

This shows an extreme fluctuation in the monthly averages of the elevation of this lake, at Chicago, from January, 1855, to November, 1858, a period of three years and nine months, of 3.08 feet.

The greatest and least elevations of the lake surface recorded within the fifty-eight (58) months above mentioned, were as follows, viz:

Greatest elevation, September, 1858	5.54 feet.
Least elevation occurred October, 1854, December, 1854, and January, 1855	1.10 feet.
Extreme fluctuation in the elevation of the surface of Lake Michigan, observed between the 1st of September, 1854, and the 30th of June, 1859, a period of fifty-eight (58) months	4.44 feet.

These facts are important in regulating the elevation of all breakwaters and harbor piers, in positions exposed to the action of the lake sea on this lake. They are also important in relation to the system of subteranean sewerage now adopted for draining the surfaces of the

streets and grounds in the city of Chicago, which has already greatly improved the cleanliness of the city and the health and comfort of her inhabitants.

The elevation of the lake surface seems now to be subsiding, and we think it probable that it may go on gradually to fall until, within the space of some three or four years from this time, it may attain a depression corresponding nearly to the level of the zero (0) mark of our tide-gauge. There is no certainty, however, of this, and the only way to solve or to approximate to a solution of the law of this fluctuation, if there be any, will be to continue the observations, for which purpose, I regret that there are no longer any means at my command. In order that any future observations may be connected for purposes of comparison, or for forming a continued series with those here presented, I will remark that, in the year 1855, we obtained, by means of the engineer's leveling instrument, a correct comparison of the level of the zero (0) mark of our tide-gauge, situated at the east extremity of the north pier of Chicago harbor, with certain permanent surfaces of reference, as follows:

1. The upper surface of the stone sill of each of the basement windows on the west or main front of the United States marine hospital is elevated above the true level of the zero (0) mark of our tide-gauge 13.92 feet.

2. The surface of the stone base on which the pilasters of the stone masonry basement at the northwest corner of the United States marine hospital rest is elevated above the true level of the zero (0) mark of our tide-gauge 12.83 feet.

3. The top of the stone coping which surmounts these stone pilasters is elevated above the true level of the zero (0) mark of our said tide-gauge 19.33 feet.

We consider the first and second of the above reference-marks the best.

In our annual reports for 1855 and 1857, these reference-marks were given, together with two others which are no longer accurate, in consequence of the change in elevation of the stone basement wall on which the iron railing rests, at the northwest angle of the hospital inclosure. This mark, and also the top of the coping of the west extremity of the brick wall which incloses the hospital grounds on the north side, mentioned in those reports, are now no longer reliable, because, in regrading and repaving Michigan avenue, in front of this hospital, the elevation of both these walls were changed to conform to the new grade. (See pp. 34 and 35 of Senate Ex. Doc. No. 16 of the Thirty-fourth Congress, third session; and p. 8 of Senate Ex. Doc. No. 42 of the Thirty-fifth Congress, first session.)

We have left, in good order for continuing these observations, a tide-gauge, (similar in all respects to that which was at the east end of the north pier,) which, in November, 1857, I established in the well of the city water-works, situated, (see map G., No. 52, or map G., No. 58, of Chicago harbor,) fronting on Pine street, between Pearson street and Chicago avenue. This gauge remains here, protected from freezing in the coldest weather. Its zero (0) of reference corresponds in true level with that of the tide-gauge, which was at the east end of

the north harbor pier. No reduction is therefore necessary in the readings from the one to the other.

It will be seen by the table A 18, that no observations were lost in the winter of 1857–58, nor in that of 1858–59, on account of freezing. This was because the tide-guage in the well of the water works was resorted to during those two winters, whenever that at the east end of the north harbor pier was frozen.

Fluctuations in the elevation of the surface of Chicago river at the foot of Rush street.

Daily observations of the elevation of the surface of Chicago river, as indicated by a tide-gauge opposite to the foot of Rush street, have been made and recorded from April 1, 1856, to March 31, 1859.

From these daily observations, the monthly averages, the monthly maxima and minima, and the monthly extreme fluctuations for the above mentioned period of thirty-six (36) consecutive months, have been deduced, as shown in the accompanying table, A 19.

The zero marks of this river-gauge and of the lake-gauge at the east end of the north harbor pier were fixed upon the same true level by means of the engineer's leveling instrument.

The greatest and least elevations of the river surface, at this point, during the above mentioned period, were as follows, viz:

	Feet.
Greatest elevation, August, 1858	5.65
Least elevation, November, 1856	1.32
Extreme fluctuation in the elevation of the surface of the river at Chicago, from April 1, 1856, to March 31, 1859, a period of thirty-six consecutive months	4.33

Sudden oscillations in the elevation of the surface of Lake Michigan.

This phenomenon was described in my annual report for the year 1855.—(See pp. 35 and 36 of Senate Ex. Doc. No. 16, of the Thirty-fourth Congress, third session.)

It has since been several times, frequently I may say, witnessed. We have always found it to take place simultaneously with the sudden occurrence of a warm current of air, coming in generally from the southwest. In such cases, the tide-gauge at the east end of the north harbor pier has usually indicated a sudden rise of the lake surface at that point, of from three or four to eight or nine inches, and in four or five minutes thereafter a fall again to the previous level. At the commencement of the rise, the wave from the lake, spreading itself in all directions, has always, as a matter of necessity, caused a great rush of water up the channel of Chicago river, suddenly increasing the elevation there sometimes as much as two feet, depending on the extent of the rise of the lake surface; and immediately almost the rush of water would be back again into the lake. The cause of all this, according to our view, is presented in the report above referred to.

A lunar tide on Lake Michigan.

In my annual report for the year 1858, I mentioned the discovery f a lunar tidal wave on this lake, whose mean coördinate of altitude ras measured to be "as much as fifteen hundredths to two tenths of a oot; that is to say, 0.15 to 0.2 of a foot." Since the period of that eport, our observations have been continued with a view to the further investigation of this problem. For this purpose, half-hourly observations and records of the state of the tide-gauge at the east end of the north harbor-pier (or of that in the well of the city water works already mentioned) were instituted, and carried on both night and day, from the 1st of January to the 1st of July, 1859, a period of six lunations.

For the purpose of investigation, we have divided this into two periods, of three lunations each. As this investigation, to do full justice to the subject, requires—besides a tabulation of the observations upon the tide-gauge—the projection of a profile showing the fluctuations of the lake surface for each lunar day separately, a work of much labor, I have only been able yet, with the limited assistance at my command, to prepare the results appertaining to the period of the three first lunations, namely: from the 1st of January to the 4th of April, 1859.

From these observations, we have laid down, in the following table, marked A 20, the readings of the tide-gauge at the periods of the lunar high and low water, according to the accepted theory. In this table we have arranged for two sets of comparisons. The column undermarked 1, in the heading, shows the observed height of the lake surface when the moon was on the meridian, and that marked 2 shows the height when the moon was in the horizon. There are two periods of each of these conditions per lunar day for the whole time embraced in the table.

The column marked 3 shows the difference of the elevation of the lake surface at these two periods, or the difference of elevation at high and low water, supposing the first to be when the moon is on the meridian, either at her upper or lower passage, and the second to be when the moon is in the horizon, either east or west.

The second comparison, shown by the columns undermarked in the headings 4, 5, and 6, is based on the supposition that the time of high water is two hours after the moon's meridian passage, and the time of low water two hours after she has passed the horizon.

Under each supposition, the table shows one hundred and seventy-three results or differences between the elevations at consecutive lunar high and low waters. The general results shown in the two footings of this table are affected by every vicissitude of weather, favorable or unfavorable, which occurred during the ninety-four consecutive days of observation. Of course there were many days when the peculiar direction and force of the winds caused the relative heights of the lake surface either to be equal, or to be the reverse of what the lunar attraction should produce. These instances are forty-two in number under the first case presented, and fifty-two under the second; or $\frac{4}{1}\frac{2}{7}\frac{5}{3}$ in the

first case, and $\frac{5}{17}\frac{2}{3}$ in the second case, of the whole number of results or differences shown in this table. These instances are marked by 0.00 (zero) in the columns of "differences," or by the sign minus (—) prefixed to the quantities in those columns. The first general result presented in the footing of this table shows that, under all the vicissitudes of wind and weather which occurred during the ninety-four days of observation, the average height of the lake surface was greater at the time of the meridian passage of the moon than it was when the moon was in the horizon, by 0.137 foot. The second general result given in the footing shows that under the similar vicissitudes applying to that case, the average height of the lake surface was greater at the period of two hours after the moon's meridian passage than at the period of two hours after she was in the horizon, by 0.096 foot.

But we hold that it is proper to reject these anomalous cases, in which the lunar influence was evidently overpowered by the superior and opposing force of the wind, which pressed the waters to a higher elevation than they would otherwise have had at the particular periods in question. By rejecting them, the table will exhibit under the first case or supposition, one hundred and thirty-one differences between the heights of the lake surface when the moon was on the meridian, and the heights of the same when she was in the horizon, showing a mean difference during the period of the three lunations under consideration, between the lunar high and low tides in Lake Michigan, of 0.22 foot. By a similar process as regards the second case or supposition, we shall have one hundred and twenty-one differences between the lake level when the moon was two hours past the meridian and when she was two hours past the horizon, showing a mean lunar tide during the said three lunations, of 0.176 foot.

We hold that these results confirm our proposition advanced in our annual report of last year, that there is a perceptible lunar tidal-wave on Lake Michigan, the measure of whose coördinate of altitude is as much as fifteen hundredths to two tenths of a foot, that is to say 0.15 to 0.2 of a foot.

The Jesuit fathers, who soon after the establishment of French settlements on the borders of our great Lakes, were employed in instructing and endeavoring to Christianize the Indians, were observant of the peculiar fluctuations and oscillations in the elevation of the surface waters of Lakes Superior, Huron, and Michigan. In some of their memoirs, written nearly two centuries ago, they describe very satisfactorily the occasional sudden elevation of the waters at a particular point, to a height of several feet above the ordinary level, sometimes causing a surface wave powerful enough to threaten the upsetting of their canoes when navigating these lakes, and at others carrying along large bodies of floating ice, at the velocity of a common sailing vessel, in direct opposition to the course of the wind. This phenomenon was, doubtless, none other than that which we often witness in our day, causing the waters of these lakes suddenly to rush up the channels of the tributary rivers, swelling their surfaces for the space of a few minutes, sometimes one, two, or more feet above their ordinary level, and then as suddenly to rush back again. The barometer, if observed at such times, almost always shows a fall in the mercurial

column simultaneous with the creation of these elevated waves, and an upward reflux upon their being dissipated.

In the speculations indulged in by some of these writers, sometimes a slight lunar tide is suspected; then again, the existence of such is doubted, and the fluctuations which had led to the first suspicion are attributed to the varying courses and influence of the winds.

Father Marquette, or one of his contemporaries, mentions the observance, at the straits of Mackinac, for eight or ten days, at the periods of the new and full moon, a flux and reflux of the waters on each alternate day, or, that there appeared to be a lunar flood tide once in two days, and a lunar ebb tide on the intermediate alternate days, during the space of time mentioned.

The Baron Hontan and Charlevois also paid much attention to these curious perturbations in the surface waters of the great lakes. Other travelers who followed them about the middle and latter end of the last century did the same.

But we have nowhere seen that any systematic observations were ever instituted by these learned fathers or their successors, with a view to the full investigation of the problem of this suspected lunar tide upon the lakes. Where such was even suspected, no demonstration based upon an actual measurement of its coördinate of altitude was offered.

It is much to be regretted that these learned Jesuit fathers, of the time of Marquette particularly, did not enter minutely into these investigations, because they were men of intelligence, fully qualified to do justice to the subject. Moreover, we infer, that they found Lakes Huron and Michigan (Lake Illinois the latter was then called) upon, or nearly upon, the same level, a circumstance that is likely but rarely to happen. Whenever it shall happen, it will afford the best opportunity for prosecuting investigations of this problem of a lunar tide on these lakes; in observing the alternating currents which, in case of a lunar tide, must take place in the straits connecting these two lakes. Nearly all who, in modern times, have turned their attention to this subject, deny the existence of a lunar tide upon our great lakes. Among those whose minds have been brought to this conclusion, may be mentioned the late Colonel (Brevet Brigadier General) Henry Whiting, of the United States army, who, when a captain, was stationed for a long time on our lake frontier, and wrote on the subject thirty years ago; Captain Bayfield, of the British navy, the distinguished hydrographical surveyor of the lakes, and the St. Lawrence river, whose reports were made about the same time; and Charles Whittlesey, Esq., who was engaged in the geological surveys of Ohio, in his reports of 1839 or thereabout, and also in a memoir published by him in a recent number (that of May, 1859,) of the "American Journal of Science and Arts."

The opinions of these gentlemen are undoubtedly entitled to great weight, particularly as their long residence on the lake borders gave them unusual opportunities for investigating this problem. We, however, differ with them, and refer to the records of our observations hereto appended in support of our proposition.

The officer of topographical engineers in charge of our lake coast survey, has recently, I understand, established a number of self-regis-

tering tide-gauges of the most improved construction, at various point covering our whole lake coast line. These records must, we presum soon furnish important evidence in regard to this interesting questio The shallowness of the waters of Lake Erie hardly justify the expect tion that the lunar influence will be apparent there. In regard t Lakes Superior, Michigan, and Huron, a different expectation may b entertained.

Geographical positions determined from astronomical observations.

In my last annual report I gave the details, both as regarded th method of observation and the result, connected with the determinatio of the latitude and longitude of three important positions on Lak Michigan, namely: Chicago, Racine, and Milwaukie.—(See part 3d c H. R. Ex. Doc. No. 2, of the 35th Congress, second session, pp 1099, 1192.)

By the same system of observation, and with the same instrument all of a portable character, we have since been enabled to determin the positions of the following additional places. The longitudes a derived from comparisons with the meridian of Chicago, as reported i my annual report for the year 1857, and printed in Senate Ex. Do No. 42, of the 35th Congress, first session.—(See pp. 12 to 21, &c of that document.)

These longitudes all rest, for accuracy, upon my determination i the year 1842, of the longitude of the center of the citadel of Quebe which gave its position, as heretofore reported, west of the meridia of Greenwich..... 4*h* 44*m* 49*s*.6
Equal in arc. to..... 71° 44′ 24″.7 W

Chicago, Racine, and Milwaukie, as given in my annual report fo 1858, are also included in the following table.

A.

Table of Geographical Positions determined from astronomical observations by Brevet Lieutenant Colonel J. D. Graham, Major United States Corps of Topographical Engineers, in the years 1857, 1858, *and* 1859.

No. for reference.	Positions.	State.	North latitude.	Longitude west of the meridian of Greenwich.	
				In arc.	In time.
			° ′ ″	° ′ ″	h. m. s.
1	Albany, (sometimes called New Albany:) The intersection of Maple and Main streets	Illinois	41 47 20.30	90 13 32.40	6 00 54.16
2	Armstrong, (Fort,) on Rock Island	...do	41 30 59.80	90 33 53.20	6 02 15.55
3	Ashtabula: Centre of the North Public Square or Park	Ohio	41 52 04.00	80 47 26.70	5 23 09.78
4	Camanche: Intersection of Main and Maxan streets	Iowa	41 46 58.90	90 15 10.00	6 01 00.60
5	Camanche: Flag-staff on Chicago street, about one hundred yards west of the shore of the Mississippi river	...do	41 46 51.30	90 15 14.60	6 01 00.97
6	Chicago: The Dome of the City Hall or Court-house	Illinois	41 53 06.20	87 38 01.20	5 50 32.08
7	Chicago: The new iron Light-house at the east end of the North Harbor pier, first lighted June 29, 1859	...do	41 53 24.90	87 36 59.00	5 50 27.93
8	Chicago: The old stone Light-house on the south bank of Chicago river, near River street	...do	41 53 22.50	87 37 38.77	5 50 30.59
9	"City of Rock Island:" The center of Washington Square, (called on some of the older maps Church Square)	...do	41 30 37.80	90 34 17.40	6 02 17.16
10	"City of Rock Island:" Dome of the Court-house on Orleans street, between Elk and Deer streets	...do	41 30 33.70	90 34 42.30	6 02 18.82
11	Cleveland: The new Court-house	Ohio	41 30 05.00	81 42 06.10	5 26 48.40
12	Cleveland: The Light-house on the hill	...do	41 30 07.60	81 42 31.50	5 26 50.10
13	Cleveland: The Beacon-light at the end of the United States Harbor pier	...do	41 30 16.50	81 43 01.10	5 26 52.00
14	Columbus, (the State capital:) The dome of the Capitol	...do	39 57 43.20	83 00 07.80	5 32 00.52
15	Davenport: The Court-house	Iowa	41 31 24.80	90 34 43.00	6 02 18.90
16	Dubuque: Center of the city, as now built	...do	42 29 55.00	90 40 00.00	6 02 40.00
17	Dunleith: The Passenger-house of the northwestern terminus of the Illinois Central railroad	Illinois	42 29 42.50	90 38 57.00	6 03 25.80

TABLE—Continued.

No. for reference.	Positions.	State.	North latitude.	Longitude west of the meridian of Greenwich.	
				In arc.	In time.
			° ′ ″	° ′ ″	h. m. s.
18	Elyria: Dome of the Court-house	Ohio	41 22 01.25	82 06 52.30	5 28 27.49
19	Erie: Steeple of the Court-house	Pennsylvania	42 07 49.30	80 05 45.23	5 20 23.01
20	Erie: The Light-house	...do	42 08 42.70	80 04 15.70	5 20 17.04
21	Erie: The Beacon-light at the lakeward end of the United States west pier	...do	42 09 16.70	80 05 07.50	5 20 20.50
22	Erie: Passenger-house at the depot of the Erie and Buffalo railroad	...do	42 07 19.80	80 05 21.61	5 20 21.44
23	Erie: Stone monument (supposed to have been placed by the late Professor Andrew Ellicott) at the west corner of Parade and Front streets, inscribed "1795. Latitude 42° 08′ 14″. Var., 0° 43′ E."	...do	42 08 20.81	80 05 17.21	5 20 21.15
24	Fulton: Intersection of the middles of Base and Cherry streets	Illinois	41 52 03.00	90 10 03.00	6 00 40.20
25	Fulton: The foot of Cherry street, on the east bank of the Mississippi river	...do	41 52 03.00	90 10 15.22	6 00 41.01
26	Lyons: Intersection of the middles of Exchange and Third streets	Iowa	41 52 15.00	90 10 42.31	6 00 42.80
27	Lyons: The turret of the Female Institute	...do	41 52 10.51	90 11 14.51	6 00 44.97
28	Madison, (the capital of Wisconsin:) The dome of the State Capitol	Wisconsin	43 04 30.80	89 23 15.75	5 57 33.05
29	*Marais des Osiers:* The west end of the ferry on the Albany and "City of Rock Island" stage road	Illinois	41 46 11.62	90 14 58.50	6 00 59.90
30	Michigan City: Center of the Public Square	Indiana	41 43 08.33	86 54 23.41	5 47 37.56
31	Michigan City: The Light-house	...do	41 43 22.88	86 54 32.61	5 47 38.17
32	Michigan City: Passenger-house of the Michigan Central Railroad Company's Station	...do	41 43 18.91	86 54 26.79	5 47 37.78
33	Michigan City: Intersection of Franklin and Michigan streets, (centers)	...do	41 43 11.23	86 54 21.41	5 47 37.43
34	Milwaukie: Dome of the Court-house	Wisconsin	43 02 34.61	87 54 25.71	5 51 37.70
35	Milwaukie: Steeple of the Roman Catholic Church on Jackson street	...do	43 02 33.70	87 54 22.50	5 51 37.50
36	Milwaukie: The Light-house, situated near the foot of Wisconsin street, on the high bank of the lake shore	...do	43 02 24.00	87 54 07.80	5 51 36.50
37	Milwaukie: The Beacon-light at the east end of the North Harbor pier	...do	43 01 37.00	87 53 59.20	5 51 35.95
38	New Buffalo: Intersection of the middles of Whittaker avenue and Mechanics' street	Michigan	41 47 47.00	86 44 56.81	5 46 59.80
39	New Buffalo: The Light-house	...do	41 47 43.50	86 45 37.40	5 47 02.49

	Broadway and Fourth streets	...do	41 49 54.00	86 15 57.70	5 45 03.85
42	Niles: Foot of Main street, on the east bank of St. Joseph's river	...do			
43	Prairie du Chien: Telegraph office at the western terminus of the Milwaukie and Mississippi railroad, on the left or east bank of the Mississippi river	Wisconsin	43 02 00.15	91 08 38.70	6 04 35.55
44	Racine: Dome of the Court-house	...do	42 43 44.60	87 47 04.00	5 51 08.26
45	Racine: The tower of St. Luke's Church, (Episcopal)	...do	42 43 45.40	87 47 01.00	5 51 08.06
46	Toledo: Intersection of Jefferson and Superior streets, (centers)	Ohio	41 39 01.57	83 32 25.16	5 34 09.68
47	Toledo: The railroad depot ticket office	...do	41 38 47.04	83 32 17.75	5 34 09.19
48	Waukegan: Dome of the Court-house	Illinois	42 21 43.70	87 50 10.65	5 51 20.71
49	Waukegan: Intersection of Madison street with the shore of Lake Michigan	...do	42 21 44.20	87 49 39.93	5 51 18.66
50	Waukegan: The Light-house	...do	42 21 29.30	87 49 59.97	5 51 20.00

By measurement of courses and distances, from our astronomical station at "the City of Rock Island," (No. 9 in the above table,) made on C. H. Stoddard's map of Scott county, Iowa, and Rock Island county, Illinois, published in 1857, on a scale of one mile to one inch, which map is said to be laid down from the United States public land surveys, we obtain approximately, the positions of the following places, in addition to those contained in the foregoing table.

No. for reference.	Positions approximately determined.	State.	North latitude.	Longitude west of the meridian of Greenwich.	
				In arc.	In time.
			° ′ ″	° ′ ″	h. m. s.
51	Moline: The south end of the bridge, connecting with Rock Island	Illinois	41 30 37.00	90 30 49.00	6 02 03.30
52	"Rock Island City," on Rock river	...do	41 28 14.30	90 35 06.00	6 02 20.40
53	Rock River, (at its mouth in the Mississippi river.) Point of reference: The west extremity of the island, in the mouth of Rock river	...do	41 29 01.30	90 35 53.00	6 02 23.50
54	Watertown, on the left shore of the Mississippi river	...do	41 32 19.60	90 25 02.00	6 01 40.10

In these tables it will be necessary for the reader to mark the distinction between two cities whose names are so nearly similar that they have been sometimes confounded. We mean the "City of Rock Island," on the left bank of the Mississippi river, whose position is given above, and "Rock Island City," which is situated on the right bank of Rock river, about three miles nearly south from the "City of Rock Island."

We believe that the two foregoing tables will serve to correct important errors of position assigned to many of the places therein named, even on some of our most recent and most approved maps.* The latitude and longitude of the light-houses and beacon-lights, as given in the first of the above tables, have been communicated to the Light-house Board for insertion in their general table.†

We will endeavor to improve any future opportunities that may occur for extending these determinations, in the hope that they may add something acceptable to the geography of the country, and enable us to present soon a correct skeleton reference map of the section, embracing some of our most important lake harbor improvements.

COMPARISON OF SOME OF THE POSITIONS GIVEN IN THE FOREGOING TABLES WITH THOSE GIVEN BY OTHER AUTHORITIES.

1. *Albany, Illinois.*—On the map which accompanies Mr. J. N. Niccollet's report of his explorations of the hydrographical basin of the Mississippi, performed in the year 1839, which report was printed in the year 1843 in Senate document No. 273 of the 26th Congress, second session, this place is laid down in:

Latitude..... 41° 45′ 37″ N.
Longitude, west of Greenwich..... 90° 21′ 52″

This differs from our determination by — 1′ 43″ in latitude, and + 8′ 20″ of arc in longitude.

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*A town has recently been laid out, by survey, on the site of an extensive group of Indian mounds, on the eastern shore of the Mississippi river, which is to be called *South Albany*. It is in Illinois, a little more than a mile below Albany proper. This site is partly on the high bluffs of the Mississippi shore and overlooks, for several miles, both the channel of that river, as viewed above and below, and the *Marais des Osiers*, or Willow Swamp, corrupted in some maps into "*Meredosia Marshes*," and in others into "*Marais d'Ogee*." This is an extensive estuary, at times of high water in the Mississippi, extending back from its left or eastern shore. The tallest of these mounds (sixty-seven in number) is ninety four and a half feet, at its summit, above the level of the surface of the Mississippi river, as I found it considerably swollen in height on the 25th of March, 1858. This mound, as artificially constructed, however, is not more than six or seven feet high, measured above its natural base.

The town plan, we were informed by the surveyor then employed in laying it out, provides for the preservation of this tallest mound, which is to occupy the center of the public park of *South Albany*. Our observations give the position of this mound to be:

	°	′	″	
Latitude	41	46	35	N.
	h.	*m.*	*s.*	
Longitude, west of Greenwich	6	00	56.93.	
	°	′	″	
Equal, in arc, to	90	14	14	W.

J. D. G

†See A 21 and A 22.

2. *Fort Armstrong, Illinois.*—Situated at the west or lowest extremity of Rock Island, an island in the Mississippi river. In the report of Captain Andrew Talcott, of January, 1834, on his survey of the disputed boundary between Ohio and Michigan, he gives the position of Fort Armstrong to be, from his astronomical observations, in latitude 41° 31′ 09″.7 N., and longitude, west of the meridian of Greenwich, 6*h*. 1*m*. 49*s*. in time, equal in arc to 90° 27′ 15″.* (See page 6 of Document 497 of the House of Representatives, of the 23d Congress, first session.) This exceeds us in the latitude + 9″.9, and falls short, or, east of us in the longitude, 26″.55 in time, or 6′ 38″.25 in arc, = 5.736 miles. On the map accompanying Niccollet's report, above alluded to, the lower extremity of Rock Island (occupied by Fort Armstrong) is laid down — 1′ 20″ in latitude less, and + 8′ of arc in longitude more (= 6.91 miles) than our observations indicate. On the War Department map of 1857† this place is laid down in 35 seconds of arc south of the parallel, and 5′ 24″ of arc in longitude west of the meridian of the position given by our observations.

4. *Camanche, Iowa.*—The map which accompanies Niccollet's report gives the latitude of Camanche — 1′ 22″ of arc less, and the longitude + 10′ 20″ of arc greater than our observations indicate. He, however, had probably no observing station near this place, but depended upon other authorities for its position. This place is not laid down on the War Department map of 1857.

8. *Chicago, Illinois.*—The old light-house, built of stone, situated on the south bank of Chicago river, near River street, is placed by Captain Andrew Talcott, from his astronomical observations, in latitude 41° 51′ 40″ N., and in longitude west of Greenwich 5*h*. 49*m*. 65*s*.5, which is — 1′ 42″.5 of arc less in latitude, and — 34.09 seconds of time less in longitude than is indicated by our observations. (See Talcott's report, page 6 of H. R. Doc. 497, 23d Congress, first session.) Talcott's position for this light-house is $7\frac{5}{10}\frac{8}{0}$ (7.58) miles on an azimuthal course of S. 74° 59′ E. from ours.

The longitude of Chicago has been corrected in the American Almanac for the present year, 1859; but the latitude is still erroneously put down at 42° N., which is an error of + 6′ 12″ of arc of the meridian = 7.13 miles north of its true position, taking the Catholic church, on Walcott street, as the point of comparison, as indicated in that annual. On the War Department map of 1857, Chicago is laid down correctly in latitude, but it is placed too far to the west in longitude by 2′ 40″ of arc, = + 10.67 seconds of time.

9. *City of Rock Island, Illinois.*—On the War Department map of 1857, this city is laid down two minutes (2′) too far south in latitude, and four minutes and thirty seconds (4′ 30″) of arc too far west in longitude, according to our observations.

15. *Davenport, Iowa.*—On the map attached to Niccollet's report this place is laid down in latitude eighteen seconds (18″) in arc south

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* Erroneously printed 90° 26′ 15″ in Doc. No. 497 H R. 26th Congress, first session.

† Entitled "Map of the Territory of the United States, from the Mississippi to the Pacific Ocean," &c., to accompany the reports of the explorations for a railroad route, made in accordance with the 10th and 11th sections of the army appropriation act of March 3, 1853.

of the parallel, and in longitude seven minutes and thirty-seven seconds (7′ 37″) of arc west of the meridian of our assigned position.

On the War Department map of 1857 it is placed in latitude sixteen seconds (16″) of arc south of our parallel, and in longitude six minutes and five seconds (6′ 5″) of arc west of our meridian.

16. *Dubuque, Iowa, and* (17) *Dunleith, Illinois.*—These cities, situated on opposite shores of the Mississippi river, are laid down on the aforesaid War Department map correctly in longitude, but in latitude they are placed four minutes of arc, (4′) = 4.6 miles, too far north.

24. *Fulton, Illinois.*—On the map which accompanies Niccollet's report this place is laid down forty-one seconds (41″) of arc further north in latitude, and four minutes and six seconds of arc (4′ 6″) further west in longitude, than the position indicated by our observations.

On the aforesaid War Department map it is laid down three minutes and twenty-five seconds of arc (3′ 25″) further north in latitude, and two minutes and forty-one seconds of arc (2′ 41″) further west in longitude than our observations indicate.

26. *Lyons, Iowa.*—On the map accompanying Niccollet's report this place is put + 30 seconds of arc (30″) further north in latitude, and five minutes and fifty seconds (5′ 50″) of arc further west in longitude than our observations give.

On the aforesaid War Department map it is placed two minutes and two seconds (2′ 2″) of latitude further north, and three minutes and fifty-seven seconds of arc (3′ 57″) of longitude further west than the position which our observations assign to it.

28. *Madison, the capital of Wisconsin.*—This city is laid down on the War Department map of 1857 as much as + three minutes (+3′) of latitude too far north, minus two minutes and five seconds (2′ 5″) of arc = 8.3 seconds of time too far east in longitude, according to our observations.

30. *Michigan City, Indiana.*—In Captain Andrew Talcott's map, accompanying his report on the Ohio and Michigan boundary, from his survey of 1833,* he places Michigan City, as follows, namely:

Latitude	41° 43′ 10″.8 N.
Longitude, from the meridian of Greenwich	86° 43′ 26″.9 W.
Equal, in time, to	5*h* 46*m* 53*s*.8 W.

His observing station was shown to us by a gentleman who resided there at the time of Captain Andrew Talcott's visit, and resides there still. We made an offset to it by measured course, and distance from our observing station. By applying the difference in latitude and longitude thus ascertained, we place Talcott's station in

Latitude	41° 43′ 10.″52 N.
Longitude	86° 54′ 24″. W.
Equal in time to	5*h* 47*m* 37*s*.6 W.

* See Document No. 497 of the House of Representatives, of the Twenty-third Congress, first session.

While we agree with him in the latitude, we make the longitude 43'.76 of time = 10' 56".4 of arc = 9.42 miles west of the position given to it on his map. On the War Department map of 1857, this place is laid down too far to the north, in latitude, by 1' 30", and too far to the east, in longitude, by 3' 20" in arc = 13.33 seconds in time.

34. *Milwaukie, Wisconsin.*—On the War Department map of 1857, above mentioned, Milwaukie is too far north, in latitude, by +3' 10", and too far east, in longitude, by —2' 54" in arc, or —11.6 seconds of time.

42. *Niles, Michigan.*—At the foot of Main street, on the east bank of St. Joseph river. This was pointed out to us, by an old inhabitant, as the station occupied by Captain Andrew Talcott, in 1833, for his astronomical observations. In Captain Talcott's report on his survey of the boundary line between Ohio and Michigan, he states the position of this station as follows, (see page 6, of H. R. Doc. No. 497, of the Twenty-third Congress, first session,) namely:

Latitude	41° 50' 09" N.
Longitude, from Greenwich	5*h* 44*m* 25*s*.9 W.
Equal in arc to	86° 06' 28".5 W.

Our observations place this station, as the table shows, 15 seconds in latitude south, and 38 seconds of time, = 9' 30" of arc, in longitude west, of the position assigned to it by Captain Talcott.

43. *Prairie du Chien, Wisconsin.*—Our determination of this position was derived from observations of a single night. We arrived at Prairie du Chien on the night of July 13, 1858, and left there for Chicago the next morning at 9 o'clock. During the intermediate time, all our observations, both for the latitude and longitude, were made. I regretted that I could not remain long enough to make a simple survey to connect my station with that occupied by Niccollet, in 1839, so as to get an exact comparison of the results of our observations.

Niccollet's station was the American Fur Company's house, near Fort Crawford. In his report, printed in the year 1843, in Senate Document No. 273, of the Twenty-sixth Congress, second session, at page 117, will be found a very interesting discussion of the several observations which led him to the longitude which he adopted for that station. He there states the longitude of that station to be as follows, viz:

West of the meridian of Greenwich	6*h* 04*m* 35*s*.55
Equal, in arc, to	*91° 08' 53".25

In his general table of geographical positions, however, at page 123 of that Senate document, he states the position of that station to be:

Latitude	43° 03' 06".N.
Longitude, west from Greenwich	6*h* 04*m* 37*s*.3

* Erroneously printed in that document 93°, &c.

Although I have not been able to connect our stations by survey, yet, in looking up the Mississippi river from my station towards his, I observed that the course upward, or opposed to the current of the river, appeared, as compared with the direction of the north star, (Polaris,) to be a very little west of north.

Our longitudes, if reduced to a common point, will not, we think, be found to differ more than one second of time, and, judging by the eye of the distance from my station to the Fur Company's old house, our latitudes appear to agree very closely.

44. *Racine, Wisconsin.*—This place is laid down on the War Department Map of 1857, before alluded to, 3′ 13″ of latitude too far north, and 1′ 10″ of arc too far east in longitude, according to our observations.

46. *Toledo, Ohio.*—On the map accompanying the report of Captain Andrew Talcott, of his survey, in 1833, of the Ohio and Michigan boundary, which map is on a scale of five miles to one inch, he places Toledo as follows, as near as we can measure by the map scale, viz:

Latitude	41° 38′ 43″ N.
Longitude from Greenwich	5*h* 33*m* 29*s*.87 W.
Or, in arc	83° 22′ 28″ W.

Our observations of the latitude will agree well with his, due allowance being made for the difference of stations occupied; but in longitude, our observations place Toledo 39.33 seconds of time, equal to nine minutes and fifty seconds of arc (9′ 50″) west of the position given to it on Talcott's map.

Our position of Toledo agrees very well with that given to it on the chart of Lake Erie, published by the Topographical Bureau of the War Department in the year 1849; so near that we can find no difference in latitude, without being made acquainted with the exact position of the observing station occupied by the officers of the lake survey. My observations give the longitude about 2.5 seconds time = 37″ of arc, west of the longitude given on this lake chart.

A 1.

Errata in the printing of Lieutenant Colonel J. D. Graham's Annual Report, for the year 1858, *on Lake Harbor Improvements, with the documents accompanying the Report of the Secretary of War, sent with the President's message to the two houses of Congress at the commencement of the second session of the Thirty-fifth Congress.* See vol. 2, part 2, (labelled on the back, part 3d,) of H. R. Doc., No. 2, (executive,) of the Thirty-fifth Congress, second session, from page 1099 to page 1192.

Page.	Line from top.	
1102.	12.	For "at an," read "at as."
1105.	12.	For "documents," read "document."
1105.	37.	At the end of this line, for the asterisk "*," substitute a dagger of reference, thus "†."

Page.	Line from top.	
1106.	4.	At the end of this line, for "gauge," read "gauges."
1106.	8&9.	In the heading in italics over the table on this page, strike out the words "of the elevation of Chicago river at Rush street bridge, Chicago." Then the heading will correctly read: "monthly averages," referring to the elevation of the lake surface.
1106.		Immediately after the black line at the end of the table on this page, and above the line beginning with the words "These were given," &c., insert, in italics, this heading, viz: "Monthly averages of the elevation of Chicago river at Rush street bridge."
1107.	25.	For "A—Lunar tide on Lake Michigan," read "A lunar tide on Lake Michigan.
1108.	47.	For "practical," read "practised."
1109.	6.	For "Coroneæ," read "Coronæ."
1109.	13.	For "45′.6" at the end of this line, read "45.″6."
1109.	43, or the next above the bottom line,	for "map C, No. 52," read "map G, No. 52."
1112.	8.	For "or," read "For."
1117.	41.	For "the depot grounds," read "their depot grounds."
1118.	40.	Erase the word "upon."
1119.	16.	After the word "plan," insert the word "and."
1124.	35.	Insert the word "colonel" at the beginning of the line, so as to read "lieutenant colonel."
1124.	39.	Insert the word "lieutenant" at the beginning of this line, to make it read "lieutenant colonel."
1125.	5.	For "Mahlon G. Ogden," read "Mahlon D. Ogden."
1127.	33.	At the end of this line, for "46*s*.7," read "36*s*.7."
1128.	2.	For "by observations, read "by 10 observations."
1128.	3.	For "by observations," read "by 12 observations."
1129.	20.	For "were," read "was."
1131.	13, or 4th line from bottom, for "latitude," read "longitude."	
1133.	39.	At the end of this line, insert the word "river," so as to read "Milwaukie river."
1136.	38.	At the end of this line, for "30*s*.09," read "30*s*.90."
1136.	41.	At the end of this line, for "30*s*.07," read "30*s*.70."
1136.	44.	Bottom line, for "56*s*.33," read "58*s*.33."
1137.	6.	For ("at 12*h*. 52*m*.,") read ("at 15*h*. 52*m*.")
1138.	11.	For ("at 12*h*. 51*m*,") read ("at 15*h*. 51*m*.")
1138.	24.	After the words "north of," insert the words "the parallel."
1139.		In the top line of figures, in the 5th column from the left hand, for "52*m*.," read "32*m*."
1141.	8.	Transfer the closing parenthesis mark to follow the word "Chicago."
1143.		In the top line of figures, in the 7th column from the left, "54*s*.36," read "54*s*.56."
1144.		In the top line of figures, in the 3d column from the left, for "19*h*.," read "10*h*."

Page.	Line from top.	
1145.	16.	For "for a time," read "for the time."
1146.		In the top line of figures, in the 6th column from the left, for "42*s*.73," read "22*s*.73."
1152.		In the 3d line of figures, in the 6th column from the left, for "13*s*.20," read "23*s*.20."
1157.	40.	Opposite to the date of November 11, 1857, for "500 cubic yards," read "600 cubic yards."
1161.	14.	For "$176,607 79," read $167,607 79."
1161.	34.	For "2d session," read "3d session."
1167.	8.	After "Doc. No. 42," insert of the "35th Congress, 1st session."
1171.	13.	For "east pier," read "west pier."
1186.	1.	After the word "repairing," add the word "the."

A 2.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, February 7, 1859.

SIR: I transmit herewith for report, a letter from the chairman of the Committee on Commerce of the House of Representatives, inclosing for opinion and information a bill to enable the owners of property fronting on a portion of the government piers at Chicago to use the same, &c.

Please return the papers with your report.

Respectfully, sir, your obedient servant,

J. J. ABERT,
Colonel Corps Topographical Engineers.

Lieut. Col. J. D. GRAHAM,
Corps Topographical Engineers, Chicago, Illinois.

A 3.

An Act to enable the owners of property fronting on the government piers at Chicago to use the same for commercial purposes.

SEC. 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That any person or persons, or any body politic and corporate owning property on or adjoining the government piers on either side of Chicago river and harbor, in the city of Chicago, and State of Illinois, may and shall have the right to use and occupy, and at his, their, or its own expense repair the pier in front of and adjoining his, their, or its land and property, on giving his, their, or its bond to protect and preserve the pier upon or in front of his, their, or its respective premises from all injury arising from such use and occupation of such pier.

c. 2. *And be it further enacted*, That any person or persons, or body politic and corporate owning property fronting on or adjoin- he government piers on either side of the Chicago river and harbor, e city of Chicago, and State of Illinois, and being desirous of en- ng the commercial facilities of said river and harbor, and pro- , may and shall have the right to cut an entrance, slip, or canal his, their, or its land, lots, or basins, through the said govern- piers into the Chicago river and harbor, on giving a good and ient bond, to be approved as in this act, provided, conditioned, he, they, or it will maintain said piers in good order, and so pro- uch entrance, slip, or canal that no injury shall result by reason consequence of such entrance, slip, or canal having been cut gh said pier or piers.

c. 3. *And be it further enacted*, That the bonds mentioned in this hall be approved by the judge of the United States district court ie northern district of Illinois, and be filed with the clerk of said

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A 4.

ROOMS OF THE COMMITTEE ON COMMERCE,
House of Representatives, Washington, February 4, 1859.

AR SIR: I have the honor to inclose a bill in relation to the gov- ent piers at Chicago and their occupancy by property owners. committee desire the opinion of the department and information cting the property.

Very respectfully,

JOHN COCHRANE,
Chairman Committee on Commerce.

on. JOHN B. FLOYD,
Secretary of War.

A 5.

rt of Lieut. Col. J. D. Graham to Col. J. J. Abert, Chief Topographical Engineer.

OFFICE GEN'L SUPERINTENDENT OF LAKE HARBOR WORKS,
Chicago, February 18, 1859.

R: I have received your letter of the 7th instant, inclosing to me for ort the letter of the chairman of the Committee on Commerce of House of Representatives to the honorable the Secretary of War, the 4th instant, together with the draft of a bill proposed to be itted for the action of Congress, giving to the owners of property adjoining the government piers on either side of Chicago river harbor, the right to use and occupy, and at their own expense to

repair, the piers in front of and adjoining their said property, on giving their bonds to protect and preserve the piers upon or in front of their respective premises from all injury arising from such use and occupation of said piers. Also, giving the right to any and every such property owner to cut an entrance, slip, or canal from his lots, lands, or basins, through the said government piers into the Chicago river and harbor, on giving a good and sufficient bond that he or they will maintain said pier in good order, and so protect such entrance, slip, or canal, that no injury shall result to Chicago harbor in consequence of such cut or entrance through the said piers.

Section third provides that the bonds mentioned shall be approved by the judge of the United States district court for the northern district of Illinois, shall be filed, &c.

I have given the subject thus submitted to me for a report the reflection and consideration which its importance demanded, and I have the honor to submit the following views for the consideration of the Topographical Bureau, and the honorable the Secretary of War, viz:

I consider the proposed bill objectionable in its first section, because—

1. It would be a departure from the essential principle which, under the policy of our government, justifies the construction, at the expense of the public treasury, of works like the piers for the protection of Chicago harbor. These works are constructed at the public expense, and placed under the exclusive jurisdiction of the United States government, for the benefit of the commerce of the people of the United States, and not for the exclusive benefit of the community that may happen to reside where the said works are located. Much less were they intended for the especial benefit of corporations or individuals owning property on or adjoining them. The provisions of the first section would, however, in effect, transfer these piers as property to those corporations and individuals who own lands or lots adjoining them on the sole condition that they keep them in repair, and do not injure them.

2. By their occupancy, with the law to back them, they could exclude vessels from other ports, putting into Chicago harbor in distress, from the privilege of landing their cargoes on the public piers in order to save the said cargoes from damage or total loss.

They could, in like manner, cut off all communication, along the said piers, with the United States light-house, situated at the lakeward extremity of one of the said piers.

3. Under the plea of the outlay for repairs, and the obligation imposed in their bonds, they could set up and maintain their right, under an equitable construction of the act, to demand wharfage from all mercantile vessels that might be obliged, for their own security in times of storms, to lay alongside of and make fast to the public piers; thus converting to their own private profit these costly works, built from the public treasury for the protection of the commerce of the people of the United States at large; and they might even dispute the right of the United States to use the said piers for the purpose of landing or depositing public stores or public arms in times of war without paying to them a wharfage-tax for the privilege of so doing, all of which

seems to be at war with the principles which go to justify the construction of such works at the general cost of the people of the United States.

The proposed bill appears objectionable in its second section, because—

1. It would give the right to these property owners of cutting the public piers whenever and wherever they might choose—a general license which would probably be exercised to such an extent as to weaken those structures in a manner to render them inefficient for the purposes for which they were designed.

2. By thus cutting them, there being no provisions in the bill for draw-bridges, one of the valuable uses of the piers in towing vessels by means of a warp ashore would be abrogated.

2. No check is included in this section, nor no umpire in behalf of the United States, against the adoption of such plans by the property owners as would tend to the injury of Chicago harbor. No authority is given for the approval of the War Department of any such plans before they can be carried into execution. Under the license of this section each property owner is left to cut the public piers according to his own notions in carrying out his own improvement, a system which would probably soon lead to their ruin if held to the penalties of their bonds; and this would be no indemnification to the people of the United States engaged in trade with Chicago for the ruin of the harbor.

No public work is ever allowed to be commenced until the plan has been submitted to and approved by the executive officer at Washington having its general direction. These public works should not be subjected to the chances of being injured for the accommodations of corporations or individuals without their plans being submitted to the same scrutiny.

4. Should draw-bridges be constructed by the property owners across the openings they may choose to make in the public piers, no provision is made in this section for placing them under the control and jurisdiction of the United States. The owners could use them against the United States in cutting them off from a free communication between the several portions of their piers.

To a full understanding of the extent and nature of the property owned by companies and individuals near to and adjoining the Chicago harbors and piers, I would refer to the map, marked "G, No. 52," forwarded in triplicate with my last annual report to the bureau, one of which is now, I believe, in the archives of the House of Representatives, at Washington, and within convenient reach of the Committee on Commerce. A reference to that map will enable the committee to measure the area of the lands that have grown out by accretions from the earthy deposites caused by the construction of the north harbor pier. It extends from the line marked on the map "lake shore of 1833 as per the map of Kinzie's addition," to that which is marked "lake shore of August 24, 1858."* These lines, and all those marked

*It will be seen that the shore of 1858 does not extend out quite as far lakeward as did that of either of the years 1855, 1856, or 1857. This is partly because the water in Lake Michigan was higher in 1858 than in either of those years, and partly because the progress of accretion is slower in proportion as the shore line approaches in its direction a line drawn to the extremity of the north pier.

for other periods, are laid down from the surveys that were made at those respective periods. The land thus accruing belongs, under the law of repervian right, to those who owned lands or lots on the original water front, or to their lawful successors. The portion of it which is bounded on the south by the north harbor pier, extending some distance, I believe, north of the prolongation of Michigan street, belongs to the "Chicago Dock and Canal Company," which was incorporated by the legislature of the State of Illinois on the 12th day of February, 1857.—(See Senate Ex. Doc. No. 42 of the 35th Congress 1st session, pp. 49 to 51; see, also, pages 9, 46 to 48, and 51 to 55 of the same document for information touching this subject; see, also, pp. 100 to 104, also 104 to 109 of the annual report of the chief topographical engineer to the Secretary of War for the year 1858, printed separately from the other executive documents. (This reference is invited as giving general information touching this subject.)—See also Senate Ex. Doc. No. 16, of the 34th Congress 3d Session, pp. 51 to 62; also, the fifth paragraph on p. 308; also, pp. 329 to 331.)

The above references will show that this subject was committed to my attention soon after my assignment to duty here in the year 1854; that it was carefully considered and reported upon under four separate applications from owners of land adjoining the public piers, to the War Department, to be allowed privileges similar to those in the bill now pending before the House of Representatives; that these privileges have, in every instance, been recommended to the favorable consideration of the War Department, so far as they could be granted, without prejudice to the paramount principle of guarding the rights of the people of the United States at large to all the benefits of Chicago harbor as a commercial port, which inure to them from the construction of the piers which originally created it in its present extent and capacity, and now so preserve it, all at the expense of the country at large. It will further be seen that these recommendations have, in in every instance, been approved, and the privileges granted under the restrictions named. These grants have already proved, in several of the instances alluded to, and, no doubt, will, in the others when the improvements are made, of immense benefit to the applicants, and they ought, I would respectfully suggest, to be content with them under the restrictions now imposed. I do not think the privileges can be extended, or the restrictions curtailed, without infringing or invading the superior rights above alluded to. I would further recommend that every case that may hereafter arise of application for similar privileges be left to be acted upon separately and according to the peculiar circumstances which may be found to attend it. In this way the public interests can, perhaps, be best guarded. I will add, that I think the privilege might be accorded to the corporations and to individuals owning lands or lots adjoining the piers, of occupying one half the width of said piers in front of their grounds for the purpose of landing goods, &c., on condition of their keeping the said portions of those piers, throughout their whole width, in good repair, according to such plan as shall be approved by the War Department; but it should be understood that they are not to claim or to be allowed the right to levy or collect any wharfage-fee or tax from vessels for lying alongside of

the said portions of the said piers. It should be the interior or landward half of the piers that they should be allowed upon those conditions to occupy. It should be further provided that the lakeward half of said piers should always be kept free and unincumbered of any loads whatever. Such a privilege would be of great value to those property owners, and would fully compensate them for the expense of keeping the piers in good order; and it should also be understood that, upon their failure to do so, the privilege would be abrogated.

I must here, again, earnestly recommend the adoption of a penal law defining the punishment by way of fine, or otherwise, to be awarded to all who trespass upon the public piers, by injuring them in any way, or by obstructing them by depositing upon them merchandise, or materials of any kind, except under the special privileges to use one half of them in the manner and on the conditions above specified.

I am sometimes drawn into very disagreeable contentions with persons who will disregard the rules which have been laid down for the protection of those piers, from which I ought to be relieved by proper legislation on the subject. I have dwelt fully upon this evil in my annual reports forwarded to the Topographical Bureau.

The papers which accompanied your letter of the 7th instant are herewith returned according to instructions.

Respectfully, sir, your obedient servant,

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lieut. Col., Supt'g Eng'r.

Colonel J. J. ABERT,
Chief Topographical Engineer, Washington.

A 6.

Bond of the Chicago Dock and Canal Company, and conditions in reference to the opening in the United States north pier of Chicago harbor, for the said company's benefit.

Know all men by these presents, that the Chicago Dock and Canal Company doth hereby acknowledge itself to owe and to be indebted unto the United States of America in the penal sum of two hundred thousand dollars, lawful money of the United States; for the payment of which said sum, well and truly to be made, it doth hereby bind itself, its successors, and assigns, solemnly and firmly by these presents.

In witness whereof, the said company has caused this bond to be signed by its president and secretary, and its corporate seal to be thereunto affixed at its office at the city of Chicago, this 11th day of November, 1858.

Now, the condition of the above obligation is such that whereas the said United States of America have, upon the application of the said company, consented to allow the said company to make an opening in the United States north pier in the harbor of Chicago, to communicate with the said company's proposed ship basin and canal, to adjoin the said north pier of Chicago harbor, in consideration of which said

consent, the said company hath agreed, and doth by these presents agree, to keep, observe, and perform certain terms, conditions, stipulations, and agreements, deemed essential by the United States to the future security, safety, and accommodation of the navigation and commerce of the people of the United States carried on at the said Chicago, and the future security and permanence of the public works and harbor at Chicago, and embodied and contained in certain articles of consent and agreement bearing even date with these presents, to which reference is expressly made, which articles are mutually signed and triplicated by the respective parties hereto, through their authorized agents.

Now, therefore, if the said Chicago Dock and Canal Company shall well and truly on its part keep, observe, perform, and comply with the terms, stipulations, covenants, and conditions and agreements contained in the said articles upon its part to be kept and performed, and every part thereof, according to the true spirit and meaning and intent of said articles and the conditions thereof, then and in that case the above obligation to be made void, otherwise to remain in full force and virtue.

The Chicago Dock and Canal Company, by
MAHLON D. OGDEN, *President.*
[SEAL.] FRANKLIN HATHEWAY, *Secretary.*

These articles of consent and agreement, made and concluded this 11th day of November, 1858, between the United States of America, acting through the War Department of the United States, of the one part, and the Chicago Dock and Canal Company of the other part:

Witness, that upon the express application of the said Chicago Dock and Canal Company for permission to cut an opening from its proposed ship basin and canal at Chicago, through the north pier of the Chicago harbor for a communication with the said company's proposed ship basin and canal to adjoin the said north pier, the said United States of America have consented to grant, and do hereby grant, such permission, upon the express reservations, conditions, and terms hereinafter expressly stated and set forth, to be well and truly kept, complied with, observed, and performed by the said Chicago Dock and Canal Company, with this reservation, however, that upon failure at any time by the said company so to keep, comply with, and observe and perform the terms and conditions herein contained, and every part thereof to be kept and performed, that the said United States may revoke such consent so as aforesaid expressly granted, and that in such case the said Chicago Dock and Canal Company shall be at all the expense of closing such opening in the said pier, and of properly restoring the said pier and harbor in as good and perfect condition to the United States as the same were in before the grant of such permission was made, and that such closing shall be made and carried on under the direction, orders, and supervision of such engineer or engineers as shall be designated for that purpose by the War Department of the United States.

And whereas, in consideration of such grant of the permission so given by the United States, as aforesaid, to the said company, it is

deemed essential by the United States, to the future security and permanence of the harbor and public works at Chicago, and also to the future security, safety, and accommodation of the navigation and commerce of the people of the United States carried on and to be carried on at Chicago, that the said consent should only be made upon the conditions, terms, stipulations, agreements, and covenants herein expressly agreed to, reserved, and contained.

Now, therefore, the said Chicago Dock and Canal Company, in consideration as aforesaid, doth hereby expressly promise, agree, and stipulate, to and with the United States, as follows, to wit:

1. That before any proceeding towards a breach or opening in the said north pier is commenced, the said company shall have closed the walls or crib-works of its ship basin, and canal or canals, and harbors on all sides, and shall continue to keep them and all such of their works closed in such manner as to render them sufficiently water-tight, to prevent any current between Lake Michigan and the said ship basin, and the said canal or canals, and harbors, and also, so as to prevent any current and any water communication between the said ship basin, canal or canals, and harbors, and any other basin or water-way which may have an open communication with the said lake.

2. That there shall never be made any other opening or water communication between the said ship basin, or between the said canal or canals, or between the said harbors or any of them and Chicago river, than that now granted through the said north pier of Chicago harbor, at the point marked A on the chart marked "map G, No. 58," hereto attached, without the express consent, previously obtained in writing, from the War Department of the United States, upon such further conditions as may be mutually assented to and agreed upon.

3. That the said company's basins, canals, and harbors, shall have parapets or walls sufficiently high to prevent the lake waves from washing over them, and from producing a current through them into Chicago river.

4. That a good and sufficient communication along the said north pier shall be constructed across the said opening therein, by means of a draw-bridge moving on iron wheels or rollers, and running on an iron railway, whose direction shall be in the prolongation of the present direction of that portion of the north pier, where the opening shall be made, as shown on the said map G, No. 58, hereto attached.

5. That there shall be constructed, at each extremity of the said opening in the north pier, a good and sufficient abutment pier for the support of said draw-bridge, and that these two abutment piers shall be of masonry resting upon piles at a depth of two feet below the level of the surface of the water at its lowest ascertained state at the point in question; the said draw-bridge and abutment piers to be in accordance with such dimensions, plan, and specifications, as shall be approved by the Topographical Bureau and sanctioned by the War Department of the United States.

6. That the aforesaid opening in the north pier shall not progress or be carried on, until such time as shall be previously recommended by the Topographical Bureau and approved by the War Department of the United States.

7. That the expenses of making the aforesaid opening, and the draw-bridge, and the two abutment piers, and all their appurtenances, shall be borne by the said Chicago Dock and Canal Company, its successors and assigns, and shall be carried on under the direction, control, and supervision of such engineer or engineers as shall be designated by the War Department of the United States, whose duty it shall be to adhere and conform to the dimensions, plan, and specifications aforesaid.

8. That all repairs and renewals of any part or the whole of the aforesaid work shall always and at all times be at the expense of the said Chicago Dock and Canal Company and its successors and assigns, and in accordance with such plan and specifications as shall be previously submitted to, and approved by the War Department of the United States.

9. That no work constructed or to be constructed by the said company, its successors or assigns, shall interfere with or encroach upon the position which, previous to the charter granted by the State of Illinois to the said company, was chosen and adopted by the Light-house Board of the United States, for the erection of the new light-house for Chicago harbor; the said position being in lake Michigan, adjacent to the east end of the north pier of said harbor, and is bounded as follows, to wit: Beginning at the east end of said north pier, at the point marked B on the accompanying map G, No. 58, and also marked B on the accompanying "plan of the position of the new light-house and keeper's house for Chicago harbor, with the piers of defense for the same," and running thence north twenty-four degrees and twenty minutes west, one hundred and six feet to the point marked C on the said map and plan, thence north seventy degrees west, one hundred and thirty feet to the point D on the said map and plan, thence south eighteen degrees west, one hundred and twenty-two and a half feet to a point marked E on the said map and plan, which point E is on the south face of the said north pier of Chicago harbor; thence along the south and east faces of the said north pier, on the lines E F, F G, G B, to the point of beginning, as marked on the said map and plan; the courses here marked being the true courses, as compared with the true meridian and not the magnetic; which said position as above described and delineated, is the sole property of the United States, and their successors and assigns forever.

10. That the jurisdiction over and the control of the aforesaid draw-bridge, and abutment piers, and all their appurtenances, shall always be vested in the United States, in as full a manner as the piers constructed at the expense of the said States; and that they shall always be subject to such rules and regulations, in regard to the manner and time of opening and closing the said draw-bridge, as shall from time to time be specified, required, and directed by the War Department of the United States; and that the said opening and closing shall be done by or at the expense of the said Chicago Dock and Canal Company.

11. That it shall be at the option of the War Department of the United States, when it shall deem any of the conditions and stipulations aforesaid violated on the part of the said Chicago Dock and Canal Company, its successors or assigns, to revoke the permission so as

aforesaid granted, and to cause the aforesaid opening in the North pier to be closed.

12. That in case of such revocation being made, and notice in writing thereof served upon the president, or other agent or agents of the said company, the said Chicago Dock and Canal Company shall close the said opening and restore said pier and harbor in as good and perfect condition as the same were in at the time of the granting of the aforesaid permission; and that, upon a failure on the part of the said company, its successors or assigns so to do, the War Department of the United States shall proceed and restore the said pier and harbor; and the said company hereby stipulates and agrees in such case to pay all the expenses of such restoration to the United States.

13. It is hereby further expressly understood that, for a more full and perfect explanation of the conditions, covenants, and agreements of these articles, and the references therein made to the maps hereto attached, that the same, entitled "map G, No. 58, Chicago harbor and bar, Illinois, from survey made between the 17th of August and the 2d of September, 1858, under the direction of Brevet Lieutenant-Colonel J. D. Graham, major United States Corps of Topographical Engineers, superintending engineer of Lake Harbor works," and map G, No. 59, "Plan of the position of the new light-house and keeper's house for Chicago harbor, with the piers of defense for the same, by Brevet Lieutenant Colonel J. D. Graham, superintending engineer of Chicago light-house," shall constitute and be regarded as integral parts of these articles, to accompany the same, and to which, for greater certainty, reference is hereby expressly made.

In testimony whereof, these articles bearing even date as above expressed, with the bond hereto prefixed, are signed in triplicate by William R. Drinkard, acting Secretary of War, on the part of the United States, with the seal of the War Department hereunto affixed, at Washington, the 20th day of July, A. D. 1859, and by Mahlon D. Ogden, president, and Franklin Hatheway, secretary, of the said Chicago Dock and Canal Company, with the corporate seal of the said company also hereunto affixed, at its office at the city of Chicago, Illinois, the eleventh day of November, one thousand eight hundred and fifty-eight.

[Seal of the War Office.]

[Seal of the Chicago Dock and Canal Company.]

_____ _____,
Secretary of War.
MAHLON D. OGDEN,
Pres. of the Chicago Dock and Canal Co.
FRANKLIN HATHEWAY,
Secretary of the Chicago Dock and Canal Co.

STATE OF ILLINOIS, }
County of Cook, city of Chicago, } *ss.*

I, Charles R. Sheldon, a notary public in and for said city, in the county and State aforesaid, do hereby certify that Mahlon D. Ogden, president of the Chicago Dock and Canal Company, and Franklin Hatheway, secretary of said company, who are personally known to me as such, appeared before me this day in person, and acknowledged

the foregoing bond and the articles of agreement thereto attached t be their free act and deed, for and in behalf of the said Dock an Canal Company, and that the seal attached thereto is the seal of th said company.

Witness my hand and notarial seal, this 11th day o
[Notarial seal.] November, in the year 1858.

CHARLES R. SHELDON,
Notary Public.

No. 21,504.

STATE OF ILLINOIS, }
County of Cook. }

Filed for record in the recorder's office of said county and State, August 3, A. D. 1859, and recorded in Book No. 2 H of Deeds, on pages 161 and 162.

The map of reference G, No. 58, is recorded to face page 161 in said Book, No. 2 H of Deeds, and the map of reference G, No. 59, is recorded to face page 162 in said Book, No. 2 H of Deeds.

WM. L. CHURCH,
Clerk of the Circuit Court, and
Ex-officio Recorder in and for said county and State.

A 7.

Statement showing the tonnage and value of steam and sail vessels enrolled and registered at the port of Chicago, December 31, 1858.

Class of vessels.	Tonnage of steam vessels.	Value of steam vessels.	Tonnage of sail vessels.	Value of sail vessels.	Total value
Steam	8,151	$326,040			
Sail			58,771	$2,056,985	$2,383,02

This statement was taken from the custom-house books, and, compared with the accoun of the collector, sent to the Treasury Department, at Washington

A 8.

Statement showing the number of arrivals and departures of canal boats at and from the port of Chicago during the year 1858; *also, the number and value of canal boats owned at Chicago, December* 31, 1858.

Number of arrivals of canal boats.	Number of departures of canal boats.	Number of canal boats owned at Chicago.	Value of canal boats owned at Chicago.
2,231	2,224	152	$152,000

Canal boats are valued at $1,000.

A 9.

Statement of the number of arrivals of steam and sail vessels, and of the tonnage which thus arrived at the port of Chicago during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.
901	540,600	5,981	1,103,460

A 10.

Statement of the number of clearances of steam and sail vessels, and of the tonnage thus cleared from the port of Chicago during the year ending December 31, 1868.

Number of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
908	541,781	5,860	1,098,862

A 11.

Statement showing the amount of duties on imported and bonded goods, and the amount of hospital money and storage collected at the custom-house, Chicago, for each month, during the year ending December 31, 1858.

Month.	Amount of duties.	Hospital money.	Amount of storage.
January	$12,350 25	.....	$1 32
February	10,208 69	.....	17 66
March	2,162 38	$26 20	16 20
April	10,777 22	456 30	28 28
May	3,320 37	428 95	18 60
June	5,429 04	203 39	13 48
July	320 56	84 50	32 26
August	492 55	77 31	32 08
September	883 92	93 63	58 77
October	6,558 11	50 10	15 36
November	8,050 91	.....	38 39
December	3,037 80	29 75	26 40
Total	63,591 80	1,450 13	298 80

A 12.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Chigago, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	3,572	$0 20	$7,144 00
Apples, dried ..... bushels...	13,984	2 00	27,968 00
Ashes, pot ..... tons.....	120	100 00	12,000 00
Alcohol ..... barrels...	175	40 00	7,000 00
Barley ..... bushels...	42,834	60	26,294 40
Barrels ..... number...	61,841	1 00	61,841 00
Bark ..... cords....	2,380	7 00	16,660 00
Bags ..... bales....	581	20 00	11,620 00
Beans ..... bushels...	1,321	1 00	1,321 00
Bedsteads	5,960	5 00	29,800 00
Beef ..... barrels...	59	10 00	590 00
Beer ..... do.....	44,519	6 00	267,114 00
Boots and shoes ..... cases....	13,740	30 00	412,200 00
Bricks ..... M.....	980	4 50	4,410 00
Butter ..... pounds...	1,600	20	3,200 00
Broom-handles ..... bundles...	1,680	10 00	16,800 00
Cedar posts ..... number...	363,216	6	21,792 96
Car-wheels ..... tons.....	1,315	60 00	78,900 00
Castings ..... do.....	8,340	100 00	834,000 00
Cattle ..... number...	119	30 00	3,570 00
Chair stuff ..... bundles...	4,160	10 00	41,600 00
Chairs ..... number...	10,861	1 00	10,861 00

A 12—Continued.

Articles.	Quantity.	Price of each.	Value.
.....pounds...	1,121,384	$0 10	$112,138 40
.....tons....	103,460	5 00	517,300 00
.....pounds...	2,245,300	12	269,436 00
.....bushels...	24,000	60	14,400 00
ries .....barrels...	1,462	10 00	14,620 00
pins.....boxes....	1,340	2 00	2,680 00
.....barrels....	8,193	5 00	40,965 00
ds, (estimated).....packages...	13,826	20 00	276,520 00
.....barrels....	28,843	6 00	173,058 00
.....do.....	5,860	4 00	23,440 00
al.....tons.....	350	20 00	7,000 00
iscellaneous.....bushels...	9,173	1 00	9,173 00
re, (estimated).....packages...	17,823	10 00	178,230 00
es.....tons.....	2,928	45 00	131,760 00
.....boxes....	27,982	10 00	279,820 00
eds.....bushels...	1,395	2 00	2,790 00
ones.....tons.....	1,438	30 00	43,140 00
.....pounds...	274,183	20	54,836 60
.....tons.....	123	8 00	984 00
.....number...	14,343	6 00	86,058 00
nes .....barrels...	164	10 00	1,640 00
.....M.....	982	10 00	9,820 00
.....number...	548	100 00	54,800 00
.....tons.....	12,387	90 00	1,114,830 00
g .....do.....	9,265	30 00	277,950 00
ilroad.....do.....	21,916	60 00	1,314,960 00
es.....number...	1,314	100 00	131,400 00
.....M.....	45,519	1 50	68,278 50
.....rolls.....	2,463	20 00	49,260 00
.....barrels...	1,964	10 00	19,640 00
.....do.....	41,412	1 00	11,412 00
, pine.....M feet...	289,619	10 00	2,896,190 00
, oak.....do.....	2,847	10 00	28,470 00
, cabinet.....do.....	1,928	20 00	38,560 00
.....tons.....	141	400 00	56,400 00
.....do.....	965	100 00	96,500 00
.....bushels...	27,163	1 00	27,163 00
ery .....tons.....	328	100 00	32,800 00
ndise .....do.....	44,319	300 00	13,295,700 00
d .....do.....	126	20 00	2,520 00
s.....hogsheads...	2,394	40 00	95,760 00
s .....barrels...	6,792	16 00	108,672 00
ndise.....packages...	39,308	10 00	393,080 00
.....kegs....	164,237	4 00	656,948 00
.....barrels...	1,917	20 00	38,340 00
.....bushels...	97,348	50	48,674 00
.....barrels...	1,626	40 00	65,040 00
.....bundles...	19,289	1 00	19,289 00
.....dozens...	4,391	2 00	8,782 00
, dried.....bushels...	16,829	2 00	33,658 00
, green.....do.....	19,831	1 00	19,831 00
.....barrels...	26,139	3 00	78,417 00
.....do.....	245	15 00	3,675 00
.....bushels...	39,380	50	19,690 00
.....M.....	1,420	10 00	14,200 00
.....barrels...	840	20 00	16,800 00
.....bales....	1,963	25 00	49,075 00
.....barrels...	1,354	6 00	8,124 00
l ties.....number...	82,212	30	24,663 60
.....do.....	1,230	150 00	184,500 00
.....boxes...	14,912	3 00	44,736 00
.....barrels...	475	5 00	2,375 00

A 12—Continued.

Articles.	Quantity.	Price of each.	Value.
Rye ..... bushels...	1,365	$1 00	$1,365 00
Salt ..... barrels...	263,208	2 00	526,416 00
Salt ..... bags....	198,207	10	19,820 70
Salt ..... tons.....	683	20 00	13,660 00
Shade trees ..... number...	45,638	1 00	45,638 00
Ship knees ..... do.....	657	5 00	3,285 00
Shingles ..... M.....	269,614	3 00	808,842 00
Shingle bolts ..... cords....	5,626	6 00	33,756 00
Slate ..... tons.....	638	100 00	63,800 00
Spikes, railroad ..... kegs....	120,682	4 00	482,728 00
Starch ..... boxes...	27,384	3 00	82,152 00
Stone ..... cords....	4,238	6 00	25,428 00
Stoneware ..... gallons measure...	126,342	10	12,634 20
Stoves ..... tons. ...	7,983	100 00	798,300 00
Sundries ..... packages...	4,321	100 00	432,100 00
Sugar ..... hogsheads...	5,165	80 00	413,200 00
Sugar ..... barrels...	15,388	30 00	461,640 00
Stucco ..... do.....	5,387	4 00	21,548 00
Tallow ..... do.....	123	40 00	4,920 00
Threshing machines ..... number...	1,670	150 00	250,500 00
Timber, pine ..... M feet...	14,380	10 00	143,800 00
Tobacco ..... pounds...	337,921	20	67,584 20
Tubs ..... dozen ...	1,672	6 00	10,032 00
Turpentine ..... barrels...	1,980	40 00	79,200 00
Vinegar ..... do.....	2,464	10 00	24,640 00
Wagons ..... number...	3,461	50 00	173,050 00
Wagon-hubs ..... do.....	65,831	50	32,915 50
Wash-boards ..... dozens...	2,981	3 00	8,943 00
Wheat ..... bushels...	14,338	1 00	14,338 00
White-lead ..... tons.....	385	200 00	77,000 00
Wood ..... cords....	98,144	3 00	294,432 00
Wool ..... pounds...	7,241	30	2,172 30
Total	.....	.....	31,027,498 36

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1858.

A 13.

Statement of the quantity and value of articles of merchandise received by canal at the port at Chicago, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barley ..... bushels...	7,165	$0 80	$5,732 00
Beans ..... do.....	168	2 00	336 00
Bricks ..... M.....	740	5 00	3,700 00
Broom corn ..... bales....	192	50 00	9,600 00
Butter ..... pounds...	53,610	20	10,722 00
Coal ..... tons.....	3,365	5 00	16,825 00
Corn ..... bushels...	4,734,683	60	2,840,809 80
Cement ..... barrels...	2,651	4 00	10,604 00
Empty barrels ..... number..	1,051	1 00	1,051 00
Fish ..... barrels...	15	6 00	90 00
Flour ..... do.....	57,708	4 00	230,832 00
Fruit, miscellaneous ..... bushels...	1,671	1 00	1,671 00
Grass seeds ..... do.....	16,901	2 00	33,802 00
Hair ..... pounds...	27,295	20	5,459 00
Hemp ..... bales....	216	50 00	10,800 00
Hides ..... number..	23,624	6 00	141,744 00
High wines ..... barrels...	1,258	10 00	12,580 00
Iron, pig ..... tons.....	830	40 00	33,200 00
Lard ..... barrels...	2,930	40 00	117,200 00
Merchandise ..... tons.....	63	300 00	18,900 00
Mill feed ..... do.....	185	20 00	3,700 00
Molasses ..... barrels...	694	16 00	11,104 00
Oats ..... bushels...	368,312	50	184,156 00
Oils ..... barrels...	464	40 00	18,560 00
Pork ..... do.....	2,118	15 00	31,770 00
Potatoes ..... bushels...	4,609	50	2,304 50
Provisions ..... pounds...	1,042,081	10	104,208 10
Rye ..... bushels...	9,406	1 00	9,406 00
Rags ..... tons.....	17	40 00	680 00
Stone ..... cords....	8,644	10 00	86,440 00
Sugar ..... hogsheads...	458	80	36,640 00
Timber, oak ..... M feet...	153	10 00	1,530 00
Tobacco ..... pounds...	226,672	30	68,001 60
Wheat ..... bushels...	919,754	1 00	919,754 00
White-lead ..... tons.....	44	200 00	8,800 00
Wood ..... cords....	2,138	3 00	6,414 00
Wool ..... pounds...	78,614	40	31,445 60
Total			5,030,571 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

A 14.

Statement of the quantity and value of articles of merchandise received by railroad at Chicago, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements ....tons....	940	$100 00	$94,000 00
Apples ....barrels...	61,438	3 00	184,314 00
Ashes, pot ....tons....	10	100 00	1,000 00
Alcohol ....barrels...	3,798	40 00	151,920 00
Barley ....bushels...	376,421	80	301,136 80
Beans ....do....	14,260	2 00	28,520 00
Beef ....barrels...	13,475	10 00	134,750 00
Beer ....do....	16,344	6 00	98,064 00
Bricks ....M....	876	5 00	4,380 00
Broom corn ....bales....	5,220	50	261,000 00
Buckwheat flour ....barrels...	3,962	4 00	15,848 00
Butter ....pounds...	2,463,181	20	492,636 20
Cattle ....number..	123,424	30 00	3,702,720 00
Cheese ....pounds...	943,183	10	94,318 30
Coal ....tons....	8,231	5 00	41,155 00
Corn ....bushels...	3,516,878	60	2,110,126 80
Cranberries ....barrels...	1,921	10 00	19,210 00
Cotton ....bales....	742	50 00	37,100 00
Eggs ....dozen....	746,982	10	74,698 20
Empty barrels ....number...	41,932	1 00	41,932 00
Flour ....barrels...	465,937	4 00	1,863,748 00
Furs ....bales....	2,365	50 00	118,250 00
Grass seeds ....bushels...	74,266	2 00	148,532 00
Groceries ....tons....	15,697	300 00	4,709,100 00
Hams ....barrels...	12,371	20 00	247,420 00
Hay ....tons....	1,920	10 00	19,200 00
Hides ....number...	129,846	6 00	779,076 00
Highwines ....barrels...	35,462	10 00	354,620 00
Hoops ....M....	90	10 00	900 00
Horses ....number ..	1,981	100 00	198,100 00
Hogs, killed ....pounds...	23,421,316	06	1,405,278 96
Hogs, alive ....number...	496,878	12 00	5,962,536 00
Iron ....tons....	13,680	90 00	1,231,200 00
Iron, pig ....do....	241	40 00	9,640 00
Lard ....barrels...	44,963	40 00	1,798,520 00
Lead ....pounds...	8,983,468	10	898,346 80
Leather ....rolls....	19,647	20 00	392,940 00
Liquors ....barrels...	4,943	20 00	98,860 00
Lime ....do....	23,471	1 00	23,471 00
Lumber, pine ....M feet...	5,604	10 00	56,040 00
Lemons ....boxes....	16,270	4 00	65,080 00
Merchandise ....tons....	56,937	300 00	17,081,100 00
Mill feed ....do....	3,491	20 00	69,820 00
Molasses ....barrels...	5,833	16 00	93,328 00
Merchandise, (estimated) ....packages.	314,962	10 00	3,149,620 00
Oats ....bushels...	1,641,098	50	820,549 00
Oranges ....boxes....	17,796	4 00	71,184 00
Oils ....barrels...	6,930	40 00	277,200 00
Pork ....do....	27,862	15 00	417,930 00
Potatoes ....bushels...	165,648	50	82,824 00
Provisions ....pounds...	7,918,764	10	791,876 40
Rye ....bushels...	71,423	1 00	71,423 00
Sheep ....number...	53,297	3 00	159,891 00
Shingles ....M....	1,927	3 00	5,781 00
Sugar ....hogsheads...	9,868	80 00	789,440 00

A 14—Continued.

Articles.	Quantity.	Price of each.	Value.
Sugar ..... barrels...	24,538	$30 00	$736,140 00
Tallow ..... barrels...	8,436	40 00	337,440 00
Tobacco ..... pounds...	146,127	30	43,838 10
Wagons ..... number...	237	50 00	11,850 00
Wheat ..... bushels...	9,294,983	1 00	9,295,983 00
Wood ..... cords....	7,443	3 00	22,329 00
Wool ..... pounds...	937,644	40	375,057 60
Total	.....	.....	62,974,292 16

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A 15.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Chicago, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	2,450	$3 00	$7,350 00
Ashes, pot ..... tons....	84	100 00	8,400 00
Alcohol ..... barrels...	3,176	50 00	158,800 00
Bacon ..... pounds...	1,359,300	10	135,930 00
Barley ..... bushels...	168,544	70	117,980 80
Beef ..... barrels...	21,984	10 00	219,840 00
Beef ..... tierces...	3,527	15 00	52,905 00
Beer ..... barrels...	549	6 00	3,294 00
Bones ..... tons....	514	50 00	25,700 00
Boots and shoes ..... cases....	1,974	30 00	59,220 00
Broom corn ..... bales....	1,680	40 00	67,200 00
Butter ..... pounds...	234,197	18	42,155 46
Candles, tallow ..... do.....	111,916	10	11,191 60
Candy ..... boxes....	7,833	3 00	23,499 00
Castings ..... tons.....	514	100 00	51,400 00
Cattle ..... number...	1,342	30 00	40,260 00
Cement ..... barrels...	763	3 00	2,289 00
Chairs ..... number...	4,352	1 00	4,352 00
Cheese ..... pounds...	16,921	10	1,692 10
Coal ..... tons....	1,649	7 00	11,543 00
Corn ..... bushels...	7,465,164	60	4,479,098 40
Cotton ..... bales....	228	60 00	13,680 00
Eggs ..... dozen....	124,980	10	12,498 00
Empty barrels ..... number...	10,463	1 00	10,463 00
Fish ..... barrels...	645	7 00	4,515 00
Flour ..... do.....	371,435	4 00	1,485,740 00
Fruit, miscellaneous ..... bushels...	6,451	1 00	6,451 00
Glass, extra size ..... boxes....	1,497	12 00	17,964 00
Grass seeds ..... bushels...	71,428	2 00	142,856 00
Glue ..... pounds...	48,000	10	4,800 00

A 15—Continued.

Articles.	Quantity.	Price of each.	Value.
Hams.....tons....	323	$200 00	$64,600 00
Hay.....do.....	4,723	8 00	37,784 00
Hemp.....pounds...	24,477	25	6,119 25
Hides.....number...	121,906	6 00	731,436 00
Highwines.....barrels...	21,348	10 00	213,480 00
Horses.....number...	127	100 00	12,700 00
Hogs, killed.....pounds...	28,862	6	1,731 72
Hogs, alive.....number...	1,420	10 00	14,200 00
Iron.....tons....	364	90 00	32,760 00
Iron, pig.....do.....	277	45 00	12,465 00
Lard.....barrels...	6,722	40 00	268,880 00
Lead.....pounds...	3,016,184	10	301,618 40
Leather.....rolls....	721	25 00	18,025 00
Liquors.....barrels...	544	20 00	10,880 00
Lime.....do.....	582	1 00	582 00
Lumber, pine.....M feet....	1,494	10 00	14,940 00
Lemons.....boxes....	206	10 00	2,060 00
Meal.....barrels...	4,681	3 00	14,043 00
Merchandise.....tons.....	7,324	300 00	2,197,200 00
Mill feed.....do.....	214	10 00	2,140 00
Molasses.....barrels...	940	20 00	18,800 00
Merchandise.....packages.	21,437	10 00	214,370 00
Oats.....bushels...	1,321,164	50	660,582 00
Oils.....barrels...	226	40 00	9,040 00
Onions.....bushels...	473	1 00	473 00
Plaster.....barrels...	1,463	3 00	4,389 00
Pork.....tierces...	4,561	22 00	100,342 00
Pork.....barrels...	18,968	15 00	284,520 00
Potatoes.....bushels...	5,937	1 00	5,937 00
Pelts.....bales....	1,516	20 00	30,320 00
Provisions.....tons.....	2,463	100 00	246,300 00
Reapers.....number...	2,480	150 00	372,000 00
Rye.....bushels...	8,421	1 00	8,421 00
Rags.....tons.....	260	30 00	7,800 00
Salt.....barrels...	12,475	2 00	24,950 00
Salt.....bags....	1,597	20	319 40
Sheep.....number...	175	3 00	525 00
Shingles.....M.....	574	3 00	1,722 00
Starch.....boxes....	4,581	3 00	13,743 00
Stone.....cords....	113	6 00	678 00
Stoves.....tons....	1,654	300 00	330,800 00
Sugar.....barrels...	4,693	25 00	117,325 00
Sacks.....bales....	164	20 00	3,280 00
Stucco.....barrels...	157	10 00	1,570 00
Threshing machines.....number..	1,640	75 00	123,000 00
Tobacco.....pounds...	3,069	20	613 80
Tongues.....barrels...	641	20 00	12,820 00
Vinegar, champagne.....do.....	164	15 00	2,460 00
Wagons.....number...	1,461	50 00	73,050 00
Wheat.....bushels...	8,868,453	80	7,094,762 40
Wool.....pounds...	463,973	40	185,589 20
Total.....	.....	.....	21,131,213 53

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A 16.

'ement of the quantity and value of articles of merchandise shipped y canal vessels from the port of Chicago, Illinois, during the year nding December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
n.....pounds...	1,240	$0 10	$124 00
ey.....bushels...	6,595	80	5,276 00
.....cords...	540	8 00	4,320 00
s.....bushels...	70	1 00	70 00
ks.....M.....	17	6 00	102 00
ır posts.....number...	43,092	10	4,309 20
se.....pounds...	960	10	96 00
.....tons...	565	10 00	5,650 00
.....barrels...	708	6 00	4,248 00
ır.....do.....	108	4 00	432 00
s seeds.....bushels...	6,384	2 00	12,768 00
dstones.....tons...	15	30 00	450 00
s.....number...	212	7 00	1,484 00
p-poles.....M.....	25	10 00	250 00
.....tons...	325	90 00	29,250 00
, pig.....do.....	236	45 00	10,620 00
, railroad.....do.....	1,221	60 00	73,260 00
s.....M.....	15,116	2 00	30,232 00
ors.....barrels...	110	20 00	2,200 00
.....do.....	1,087	1 00	1,087 00
ber, pine.....M.....	75,591	10 00	755,910 00
handise.....tons...	314	300 00	94,200 00
s.....kegs...	1,120	4 00	4,480 00
.....bushels...	173,387	50	86,693 50
.....barrels...	17	15 00	255 00
toes.....bushels...	511	50	255 50
.....bales...	112	20 00	2,240 00
ers.....number...	438	120 00	52,560 00
.....barrels...	19,780	2 00	39,560 00
.....bags...	15,870	20	3,174 00
gles.....M.....	51,508	3 00	154,524 00
es.....tons...	434	200 00	86,800 00
lries.....do.....	172	200 00	34,400 00
ber, oak.....M.....	6,852	20 00	137,040 00
ons.....number...	32	50 00	1,600 00
at.....bushels...	831	1 00	831 00
sky.....barrels...	105	10 00	1,050 00
ite-lead.....tons...	2	200 00	400 00
Total.....	.....	.....	1,642,201 20

J. D. GRAHAM,
Major Top. Eng'rs, Brevet Lieut. Col. Superintending Engineer.

FFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A 17.

Statement of the quantity and value of articles of merchandise sent by railroad from Chicago, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons...	3,157	$250 00	$789,250 00
Apples.....barrels...	4,160	3 00	12,480 00
Bacon.....pounds...	3,870,127	10	387,012 70
Barley.....bushels...	7,165	80	5,732 00
Bark.....cords...	154	8 00	1,232 00
Beans.....bushels...	1,590	2 00	3,180 00
Beef.....barrels...	41,632	10 00	416,320 00
Beer.....do.....	15,481	6 00	92,886 00
Boots and shoes.....cases...	9,473	30 00	284,190 00
Broom corn.....bales...	2,491	50 00	124,550 00
Buckwheat flour.....barrels...	4,936	4 00	19,744 00
Cedar posts.....number...	281,131	06	16,867 86
Cattle.....do...	47,183	30 00	1,415,490 00
Cheese.....pounds...	207,465	10	20,746 50
Coal.....tons...	10,342	8 00	82,736 00
Coffee.....pounds...	191,380	15	28,707 00
Corn.....bushels...	241,071	60	144,642 60
Crockery.....crates...	465	100 00	46,500 00
Empty barrels.....number...	2,161	1 00	2,161 00
Fish.....barrels...	9,122	6 00	54,732 00
Flour.....do.....	96,998	4 00	387,992 00
Fruit, miscellaneous.....bushels...	15,482	1 00	15,482 00
Grass seeds.....do.....	21,783	2 00	43,566 00
Groceries.....tons...	2,926	300 00	877,800 00
Hardware.....do.....	3,972	200 00	794,400 00
Hides.....number...	66,357	6 00	398,142 00
Hides.....pounds...	4,943,926	07	346,074 82
Highwines.....barrels...	13,461	10 00	134,610 00
Horses.....number...	3,467	100 00	346,700 00
Hogs, killed.....pounds...	14,973,174	06	898,390 44
Hogs alive.....number...	154,930	12 00	1,859,160 00
Iron.....tons...	18,923	90 00	1,703,070 00
Iron, pig.....do.....	3,380	45 00	152,100 00
Iron, railroad.....do.....	16,841	60 00	1,010,460 00
Lard.....barrels...	19,419	40 00	776,760 00
Laths.....M.....	50,349	2 00	100,698 00
Leather.....rolls...	11,562	30 00	346,860 00
Liquors.....barrels...	9,187	20 00	183,740 00
Lime.....do.....	21,478	1 00	21,478 00
Lumber, pine.....M.....	165,674	12 00	1,988,088 00
Machinery.....tons...	3,190	200 00	638,000 00
Merchandise.....do.....	94,927	300 00	28,478,100 00
Mill feed.....do.....	2,870	20 00	57,400 00
Molasses.....hogsheads...	5,769	40 00	230,760 00
Molasses.....barrels...	3,479	20 00	69,580 00
Merchandise.....packages...	102,463	10 00	1,024,630 00
Nails.....kegs...	107,926	4 00	431,704 00
Oats.....bushels...	33,427	50	16,713 50
Oils.....barrels...	9,480	40 00	379,200 00
Plaster.....do.....	15,180	3 00	45,540 00
Pork.....tierces...	6,784	20 00	135,680 00
Pork.....barrels...	69,923	15 00	1,048,845 00
Potatoes.....bushels...	41,360	50	20,680 00
Pelts.....bales...	14,322	20 00	286,440 00
Reapers.....number...	137	120 00	16,440 00
Salt.....barrels...	184,427	2 00	368,854 00

A 17—Continued.

Articles.	Quantity.	Price of each.	Value.
Salt.....bags...	97,483	$0 20	$19,496 60
Sheep.....number...	19,436	3 00	58,308 00
Sheep pelts.....bales...	1,942	20 00	38,840 00
Shingles.....M.....	102,145	3 00	306,435 00
Starch.....boxes...	14,365	3 00	43,095 00
Staves and headings.....M.....	480	12 00	5,760 00
Steam-engines.....number...	45	3,000 00	135,000 00
Stoves.....tons...	2,986	200 00	597,200 00
Sundries (estimated).....packages...	27,429	200 00	5,485,800 00
Sugar.....hogsheads...	2,469	80 00	197,520 00
Sugar.....barrels...	13,911	30 00	417,330 00
Stucco.....do.....	4,472	5 00	22,360 00
Tallow.....do.....	9,298	40 00	371,920 00
Threshing machines.....number...	1,942	75 00	145,650 00
Tobacco.....pounds...	249,611	30	74,883 30
Tubs.....dozens...	418	6 00	2,508 00
Tongues.....barrels...	464	20 00	9,280 00
Vinegar.....do.....	2,506	10 00	25,060 00
Wagons.....number...	916	50 00	45,800 00
Wheat.....bushels...	531,817	1 00	531,817 00
Whisky.....barrels...	14,672	10 00	146 720 00
Wood.....cords...	4,975	3 00	14,925 00
Total.....	.....	.....	58,279,005 32

J. D. GRAHAM,
Major Top. Eng'rs., Brevet Lieut. Col. Superintending Engineers.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A 18.

Monthly averages, monthly maxima and minima, and monthly extreme fluctuations of the surface of Lake Michigan, at Chicago, as per the tide-gauge at the east end of the north harbor pier, observed by and under the direction of Lieutenant Colonel James D. Graham, superintending engineer of lake-harbor works, from September 1, 1854, *to June* 30, 1859, *inclusive.*

Monthly periods.	Average above 0 (zero) of tide gauge.	Maxima above 0 (zero) of tide gauge.	Minima above 0 (zero) of tide gauge.	Extreme flow or difference between maxima and minima.
1854.	*Feet.*	*Feet.*	*Feet.*	*Feet.*
September, 30 days observed	2.79	3.35	2.05	1.30
October, 31 days observed	2.22	2.75	1.10	1.65
November, 30 days observed	1.95	2.45	1.15	1.30
December, 24 days observed, (frozen from 19th to 25th)	1.87	2.75	1.10	1.65

A 18—Continued.

Monthly periods.	Average above 0 (zero) of tide gauge.	Maxima above 0 (zero) of tide gauge.	Minima above 0 (zero) of tide gauge.	Extreme flow or difference between maxima and minima.
1855.	*Feet.*	*Feet.*	*Feet.*	*Feet.*
January, 20 days observed, (frozen from 21st to 31st)	1.61	2.20	1.10	1.10
February, frozen				
March, 17 days observed, (frozen from 1st to 8th, and from 11th to 15th)	1.65	2.12	1.35	0.77
April, 30 days observed	1.73	2.10	1.20	0.90
May, 31 days observed	2.40	2.92	2.00	0.92
June, 30 days observed	2.63	3.65	1.40	2.25
July, 31 days observed	2.72	3.20	2.00	1.20
August, 31 days observed	2.83	4.00	2.32	1.68
September, 30 days observed	2.92	4.30	2.50	1.80
October, 31 days observed	2.79	3.60	2.35	1.25
November, 30 days observed	2.59	3.20	1.70	1.50
December, 25 days observed, (frozen from 26th to 31st)	2.69	4.00	1.95	2.05
1856.				
January, frozen				
February, frozen all the time but one day, namely, the 29th	2.40			
March, 27 days observed, (frozen from 28th to 31st)	2.29	3.29	1.65	1.64
April, 30 days observed	2.42	2.61	2.10	0.51
May, 31 days observed	2.83	3.80	2.45	1.35
June, 30 days observed	2.77	3.20	2.40	0.80
July, 31 days observed	2.84	3.00	2.20	0.80
August, 31 days observed	2.66	3.30	2.45	0.85
September, 30 days observed	2.56	3.05	2.40	0.65
October, 31 days observed	2.34	3.78	1.41	2.37
November, 30 days observed	2.74	3.90	1.27	2.63
December, 20 days observed, (frozen from 5th to 8th, and from 20th to 23d, and on the 27th, 29th, and 31st)	2.25	3.90	1.44	2.46
1857.				
January, 13 days observed, (frozen from 3d to 9th, and on the 17th, 19th, 21st, 22d, 23d, and from the 26th to 31st)	2.00	2.78	1.45	1.33
February, 5 days observed, namely, 2d, 5th, 6th, 8th, and 9th, (frozen the rest of the month)	2.13	2.45	1.70	0.75
March, frozen				
April, 22 days observed, (frozen from 1st to 8th)	2.71	3.65	2.20	1.45
May, 31 days observed	3.07	3.80	2.70	1.10
June, 30 days observed	3.46	4.10	2.50	1.60
July, 31 days observed	3.80	4.20	3.40	0.80
August, 31 days observed	3.99	4.45	3.36	1.09
September, 30 days observed	3.84	4.45	3.45	1.00
October, 31 days observed	3.91	5.20	3.60	1.60
November, 30 days observed	3.13	3.85	2.50	1.35
December, 31 days observed	3.10	3.75	2.15	1.60
1858.				
January, 31 days observed	3.04	3.36	2.40	0.96
February, 28 days observed	2.78	3.37	2.25	1.12
March, 31 days observed	2.90	3.35	2.18	1.17

A—Continued.

Monthly periods.	Average above 0 (zero) of tide guage.	Maxima above 0 (zero) of tide guage.	Minima above 0 (zero) of tide gauge.	Extreme flow or difference between maxima and minima.
1858.	*Feet.*	*Feet.*	*Feet.*	*Feet.*
April, 30 days observed	3.22	4.30	3.05	1.25
May, 31 days observed	3.70	4.35	3.27	1.08
June, 30 days observed	4.12	4.60	3.61	0.99
July, 29 days observed, (absent 2 days)	4.51	5.15	3.96	1.19
August, 31 days observed	4.47	5.43	4.40	1.03
September, 30 days observed	4.07	5.54	3.10	2.44
October, 31 days observed	3.92	4.50	3.31	1.19
November, 30 days observed	4.71	5.15	3.18	1.97
December, 31 days observed	3.61	4.33	2.80	1.53
1959.				
January, 31 days observed	3.12	4.33	2.16	2.17
February, 28 days observed	3.25	3.51	3.03	0.48
March, 31 days observed	3.31	3.63	3.03	0.60
April, 30 days observed	3.88	5.10	2.73	2.37
May, 31 days observed	4.17	5.00	3.31	1.69
June, 30 days observed	4.13	5.27	3.10	2.17

A 19.

Monthly averages, monthly maxima and minima, and monthly extreme fluctuations of the elevation of the surface of Chicago river, as per the tide-guage placed on the south side and near the west end of the ice breaker of the middle pier of the new Rush street bridge, observed by and under the direction of Lieutenant Colonel James D. Graham, superintending engineer of lake-harbor works, from April 1, 1856, *to March* 31, 1859, *inclusive.*

Monthly periods.	Average above 0 (zero) of tide gauge.	Maxima above 0 (zero) of tide gauge.	Minima above 0 (zero) of tide gauge.	Extreme flow or difference between maxima and minima.
1856.	*Feet.*	*Feet.*	*Feet.*	*Feet.*
April, 30 days observed	2.72	3.45	2.40	1.05
May, 31 days observed	3.10	3.95	2.70	1.25
June, 30 days observed	3.77	3.80	2.50	1.30
July, 31 days observed	3.22	3.60	2.80	0.80
August, 31 days observed	2.94	3.30	2.40	0.90
September, 30 days observed	2.55	3.00	1.35	1.65
October, 31 days observed	2.56	3.96	1.64	2.32
November, 30 days observed	2.32	3.43	1.32	2.11
December, 5 days observed, (frozen the rest of the month)	3.08	4.20	2.40	1.80

A 19—Continued.

Monthly periods.	Average above 0 (zero) of tide-gauge.	Maxima above 0 (zero) of tide-gauge.	Minima above 0 (zero) of tide-gauge.	Extreme flow or difference between maxima and minima.
1857.	*Feet.*	*Feet.*	*Feet.*	*Feet.*
January, frozen	.....	.....	.....	.....
February, frozen	.....	.....	.....	.....
March, frozen	.....	.....	.....	.....
April, 30 days observed	2.79	4.10	2.00	2.10
May, 31 days observed	3.22	3.95	2.80	1.15
June, 30 days observed	3.60	4.30	2.40	1.90
July, 31 days observed	3.97	4.50	3.68	0.82
August, 31 days observed	4.06	4.55	3.70	0.85
September, 27 days observed	4.07	4.70	3.67	1.03
October, 31 days observed	4.10	5.00	3.68	1.32
November, 30 days observed	3.30	3.85	2.58	1.27
December, 31 days observed	3.33	4.00	2.40	1.60
1858.				
January, 31 days observed	3.23	3.98	2.55	1.43
February, 8 days observed, (frozen 20 days)	3.05	3.55	2.70	0.85
March, 18 days observed, (frozen 13 days)	3.19	3.35	2.78	0.57
April, 30 days observed	3.38	4.40	2.75	1.65
May, 31 days observed	3.86	4.77	3.20	1.57
June, 30 days observed	4.37	5.15	3.95	1.20
July, 31 days observed	4.64	5.20	4.30	0.90
August, 31 days observed	4.72	5.65	4.52	1.13
September, 30 days observed	4.41	5.00	3.61	1.39
October, 31 days observed	4.12	4.72	3.50	1.22
November, 30 days observed	4.21	4.98	3.91	1.07
December, 29 days observed, (frozen the 8th and 9th)	3.64	4.26	3.20	1.06
1859.				
January, 15 days observed, (frozen from 7th to 13th, and from 23d to 31st)	3.41	3.78	2.94	0.84
February, 21 days observed, (frozen from 1st to 2d, the 6th and 7th, and from 12th to 14th)	3.46	3.94	3.04	0.90
March, 31 days observed	3.66	4.85	3.04	1.81

NOTE.—These observations were made upon a tide-gauge placed at the south landing of the free ferry, opposite to the foot of Rush street, from April 1 to December 5, 1856, inclusive. From December 6, 1856, to March 31, 1859, inclusive, the observations were made upon the same tide-gauge removed to the south side of and near the west end of the ice fender attached to the middle pier of support of the new Rush street bridge. When this tide-gauge was thus removed, it was so adjusted that the 0 (zero) of its graduated scale was on the same true level as when at the south landing of the old ferry, and also on the same true level as the zeros of the tide-gauges at the east end of the north harbor pier, and in the basin of the city water works.

J. D. G.

A 20.

A table showing the elevation of the surface of Lake Michigan, at Chicago, in feet and decimals of a foot, at the periods of the two lunar high and of the two lunar low tides, for every day from January 1 to April 4, 1859.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Difference.
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*
January 1	3.26	3.50	—0.24	3.39	3.35	0.04
1	3.49	.....	0.18			
2	.....	3.31	.....	3.40	3.41	—0.01
2	3.40	3.41	—0.01	3.45	3.24	0.21
2	3.11	.....	0.11			
3	.....	3.00	.....	3.23	3.08	0.15
3	3.23	2.24	0.99	3.37	2.22	1.15
4	3.41	3.21	0.20	3.44	3.26	0.18
4	3.25	2.86	0.39	3.20	2.82	0.38
5	2.94	2.93	0.01	3.10	3.02	0.08
5	3.34	3.16	0.18	3.27	3.16	0.11
6	3.43	3.33	0.10	3.39	3.46	—0.07
6	3.60	3.76	—0.16	3.64	3.63	0.01
7	3.96	3.67	0.29	3.86	3.71	0.15
7	3.69	3.48	0.21	3.51	3.47	0.04
8	3.35	3.20	0.15	3.43	3.24	0.19
8	3.29	3.11	0.18	3.21	3.16	0.05
9	3.43	3.44	—0.01	3.53	3.53	0.00
9	3.72	3.53	0.19	3.70	3.46	0.24
10	3.44	2.81	0.63	3.45	2.72	0.73
10	2.88	3.02	—0.14	3.04	.....	0.07
11	.....	.....	.....	.....	2.97	
11	3.22	3.20	0.02	3.27	3.32	—0.05
11	3.29	.....	0.13	3:25	.....	—0.03
12	.....	3.16	.....	.....	3.28	
12	3.46	2.81	0.65	3.17	2.82	0.35
12	3.05	.....	0.09	2.96	.....	—0.21
13	.....	2.96	.....	.....	3.16	
13	3.30	3.34	—0.04	3.31	3.13	0.18
13	3.50	.....	0.41	3.28	.....	0.03
14	.....	3.09	.....	.....	3.25	
14	3.55	3.67	—0.12	3.72	3.70	0.02
14	4.22	.....	0.07	4.25	.....	0.12
15	.....	4.15	.....	.....	4.13	
15	3.92	3.58	0.34	3.89	3.56	0.33
15	3.62	.....	0.61	3.38	.....	0.58
16	.....	3.01	.....	.....	2.80	
16	2.88	3.16	—0.28	3.10	3.17	—0.07
16	3.62	.....	—0.05			
17	.....	3 67	.....	4.14	3.74	0.40

A 20—Continued.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Differ
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	
January 17	3.77	3.48	0.29	3.84	3.52	
17	3.68	.....				
18	.....	2.94	0.74	3.54	2.83	
18	2.79	2.33	0.46	2.68	2.45	
19	2.72	2.54	0.18	2.81	2.63	
19	2.86	2.77	0.09	2.91	2.85	
20	2.93	2.60	0.33	2.90	2.87	
20	3.07	2.85	0.22	2.85	2.93	—
21	3.03	3.02	0.01	3.08	2.96	
21	3.11	2.71	0.40	3.07	3.10	—
22	3.23	2.88	0.35	3.10	3.06	
22	3.12	2.89	0.23	3.06	2.99	
23	3.18	2.34	0.84	3.01	2.27	
23	2.38	2.40	—0.02	2.37	.....	
						—
24	.....	.....	.....	.....	2.47	
24	2.45	2.13	0.32	2.25	2.29	—
24	2.52	.....	.....	2.42	.....	
			0.22			
25	.....	2.30	.....	.....	2.38	
25	2.75	3.03	—0.28	3.08	2.98	
25	3.16	.....	.....	2.97	.....	
			0.28			
26	.....	2.88	.....	.....	2.96	
26	3.13	3.18	—0.05	3.10	3.19	—
27	3.37	3.32	0.05	3.31	3.37	—
27	3.61	3.40	0.21	3.49	3.44	
27	3.24	.....	.....	3.20	.....	
			0.44			
28	.....	2.80	.....	.....	2.99	
28	3.18	2.99	0.19	3.04	2.87	
28	3.26	.....	.....	3.14	.....	
			0.24			
29	.....	3.02	.....	.....	3.04	
29	3.12	2.91	0.21	3.02	2.95	
29	3.01	.....	.....	3.05	.....	
			0.14			
30	.....	2.87	.....	.....	2.99	
30	3.20	3.19	0.01	3.09	3.09	
30	3.17	.....	.....	3.21	.....	
			—0.07			—
31	.....	3.24	.....	.....	3.25	
31	3.04	2.91	0.13	3.06	2.97	
31	3.04	.....	.....			
			0.07			
February 1	.....	3.11	.....	3.21	3.18	
1	3.39	3.28	0.11	3.38	3.36	
1	3.51	.....	.....			
			0.07			
2	.....	3.44	.....	3.56	3.64	—
2	3.85	3.82	0.03	3.96	3.73	
3	3.63	3.63	0.00	3.62	3.63	—
3	3.66	3.55	0.11	3.63	3.53	
4	3.64	3.52	0.12	3.66	3.45	
4	3.37	3.21	0.16	3.32	3.25	
5	3.31	3.31	0.00	3.27	3.27	

A 20—Continued.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Difference.
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*
February 5	3.47	3.38	0.09	3.44	3.42	0.02
6	3.55	3.42	0.13	3.53	3.40	0.13
6	3.47	3.31	0.16	3.41	3.31	0.10
7	3.30	2.86	0.44	3.25	2.96	0.29
7	2.97	2.84	0.13	3.01	2.95	0.06
8	2.94	3.06	—0.12	2.93	3.22	—0.29
8	3.33	3.28	0.05	3.30	3.25	0.05
9	3.36	3.60	—0.24	3.57	3.38	0.19
9	3.33	.....	0.06	3.32	.....	0.00
10	.....	3.27	.....	.....	3 32	
10	3.37	3.22	0.15	3.29	3.22	0.07
10	3.43	.....	0.13	3.54	.....	0.14
11	.....	3.30	.....	.....	3.40	
11	3.40	3.11	0.29	3.25	3.15	0.10
11	3.32	.....	0.07	3.39	.....	0.11
12	.....	3.25	.....	.....	3.28	
12	3.45	3.27	0.18	3.33	3.34	—0.01
12	3.16	.....	0.14	3.04	.....	—0.10
13	.....	3.02	.....	.....	3.14	
13	3.13	2.84	0.29	3.13	2.82	0.31
13	2.97	.....	—0.11	3.36	.....	0.27
14	.....	3.06	.....	.....	3.09	
14	3.00	3.14	—0.14	3.12	3.12	0.00
14	3.21	.....	—0.06	3.29	.....	0.07
15	.....	3.29	.....	.....	3.22	
15	3.35	3.15	0.20	3.30	3.06	0.24
15	3.23	.....	0.19			
16	.....	3.04	.....	3.24	3.21	0.03
16	3.30	3.12	0.18	3.19	3.01	0.18
17	3.30	3.05	0.25	3.26	3.04	0.22
17	3.10	3.13	—0.03	3.27	3.11	0.16
18	3.29	3.13	0.16	3.16	3.15	0.01
18	3.37	3.15	0.22	3.56	3.20	0.36
19	3.28	2.91	0.37	3.27	3.07	0.20
19	3.30	3.01	0.29	3.22	2.78	0.44
20	2.99	2.80	0.19	3.07	3.08	—0.01
20	2.98	3.15	—0.17	3.09	3.06	0.03
21	3.21	2.92	0.29	3.18	2.89	0.29
21	2.77	2.63	0.14	2.53	.....	—0.12
22	.....	.....	.....	.....	2.65	
22	2.99	2.71	0.28	2.95	2.84	0.11
22	3.08	.....	—0.09	3.19	.....	—0.03
23	.....	3.17	.....	.....	3.22	
23	3.28	3.20	0.08	3.22	3.08	0.14
23	3.74	.....	—0.19	3.69	.....	—0.41
24	.....	3.93	.....	.....	4.10	
24	3.88	3.63	0.25	3.68	3.48	0.20

A 20—Continued.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Diff
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	
Feb'ry 24	3.70	.....	.....	3.64	.....	
			0.03			
25	.....	3.67	.....	.....	3.77	
26	3.17	3.37	—0.20	3.30	3.28	
26	3.19	.....	.....	3.14	.....	
			0.14			
27	.....	3.05	.....	.....	3.12	
27	3.09	3.24	—0.15	3.30	2.98	
27	3.13	.....	.....	3.07	.....	
			0.06			
28	.....	3.07	.....	.....	3.05	
28	3.30	3.00	0.30	3.20	2.83	
28	3.06	.....	.....	3.20	.....	
			—0.21			
March 1	.....	3.27	.....	.....	3.17	
1	3.32	3.32	0.00	3.45	3.29	
1	3.40	.....	.....	3.30	.....	
			0.05			
2	.....	3.35	.....	.....	3.24	
2	3.28	3.30	—0.02	3.33	3.39	
2	3.49	.....	.....			
			0.10			
3	.....	3.39	.....	3.63	3.23	
3	3.32	2.95	0.37	3.25	2.90	
3	2.85	.....	.....			
			0.03			
4	.....	2.82	.....	3.09	3.11	
4	3.30	3.05	0.25	3.18	3.06	
5	3.24	3.04	0.20	3.23	3.08	
5	3.21	3.06	0.15	3.08	3.11	
6	3.33	3.20	0.13	3.30	3.37	
6	3.49	3.48	0.01	3.42	3.54	
7	3.44	3.51	—0.07	3.45	3.46	
7	3.70	3.58	0.12	3.81	3.60	
8	3.64	3.64	0.00	3.64	3.54	
8	3.40	3.23	0.17	3.24	3.28	
9	3.31	3.08	0.23	3.23	3.04	
9	3.24	3.19	0.05	3.01	.....	
10	.....	.....	.....	.....	3.28	
10	3.39	3.31	0.08	3.38	3.13	
10	3.45	.....	.....	3.39	.....	
			—0.07			
11	.....	3.52	.....	.....	3.68	
11	3.66	3.44	0.22	3.46	3.26	
11	2.83	.....	.....	2.70	.....	
			0.05			
12	.....	2.78	.....	.....	3.05	
12	2.90	2.57	0.33	2.74	3.07	
12	3.23	.....	.....	3.26	.....	
			0.16			
13	.....	3.07	.....	.....	3.17	
13	3.18	3.04	0.14	3.20	3.14	
13	3.63	.....	.....	3.76	.....	
			0.09			
14	.....	3.54	.....	.....	3.62	
14	3.64	3.27	0.37	3.46	2.95	

A 20—Continued.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Difference.
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*
March 14	3.18	.....	.....	2.85	.....	
			0.40			—0.13
15	.....	2.78	.....	.....	2.98	
15	3.52	3.09	0.43	3.44	3.06	0.38
15	3.38	.....	.....	3.29	.....	
			0.35			0.29
16	.....	3.03	.....	.....	2.98	
16	3.06	2.97	0.09	2.96	3.05	—0.09
16	3.33	.....				
			0.31			
17	.....	3.02	.....	3.21	3.09	0.12
17	3.38	.....	.....	3.49	.....	
			—0.02			—0.16
17	.....	3.40	.....	.....	3.65	
18*						
19	3.30	2.95	0.35	3.15	3.05	0.10
20	3.14	3.01	0.13	3.12	3.04	0.08
20	3.27	2.99	0.28	3.33	3.16	0.17
21	3.37	3.25	0.12	3.37	3.10	0.27
21	3.45	3.25	0.20	3.33	3.39	—0.06
22	3.56	3.31	0.25	3.65	3.26	0.39
22	3.46	3.21	0.25	3.25	3.25	0.00
23	3.37	3.30	0.07	3.36	3.42	—0.06
23	3.72	.....	.....	3.56	.....	
			0.53			0.29
24	.....	3.19	.....	.....	3.27	
24	3.26	3.02	0.24	3.15	3.04	0.11
24	2.40	.....	.....	2.69	.....	
			—0.74			—0.46
25	.....	3.14	.....	.....	3.15	
25	3.63	3.29	0.34	3.54	3.36	0.18
25	3.45	.....	.....	3.28	.....	
			0.03			—0.09
26	.....	3.42	.....	.....	3.37	
26	3.41	3.16	0.25	3.21	3.39	—0.18
26	3.64	3.56	0.08	3.57	.....	
27	.....	.....	.....	.....	3.68	—0.11
27	3.60	3.71	—0.11	3.95	3.82	0.13
27	3.71	.....	.....	3.65	.....	
			0.18			—0.37
28	.....	3.89	.....	.....	4.02	
28	4.10	3.74	0.36	3.64	4.00	—0.36
29	3.46	.....	.....	3.31	.....	
			0.20			0.03
30	.....	3.26	.....	.....	3.28	
30	3.06	3.14	—0.08	3.29	3.12	0.17
30	3.20	.....	.....	3.15	.....	
			—0.25			—0.22
31	.....	3.45	.....	.....	3.37	
31	3.33	3.21	0.12	3.24	3.10	0.14
31	3.25	.....	.....	3.39	.....	
April 1	.....	3.21	0.04	.....	3.25	0.14
1	3.78	3.83	—0.05	4.00	3.85	0.15

*Lake too rough for observations this day.

A 20—Continued.

Date.	When the moon was—		Difference.	Two hours after the moon was—		Difference.
	On the meridian.	In the horizon.		On the meridian.	In the horizon.	
1859.	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*	*Feet.*
April 1	4.11		0.19			
2		3.92		4.29	3.78	0.50
2	4.05	3.66	0.39	3.97	3.22	0.75
2	3.18		—0.23			
3		3.41		3.03	3.40	—0.37
3	3.42	3.48	—0.06	3.57	3.48	0.09
4	3.71	3.47	0.24	3.58	3.33	0.25
Mean of 173 differences between the lunar high and low tides of Lake Michigan, observed at Chicago, between January 1 and April 4, 1859—when the moon was on the meridian and in the horizon			0.437			
Two hours after the moon was on the meridian and in the horizon						0.096

A 21.

CHICAGO, *September* 18, 1859.

SIR: The following are the latitudes and longitudes, west of Greenwich, of the following named light-houses and beacon-lights, as recently determined by myself, from careful astronomical observations, viz:

Names of light-houses and beacon-lights.	North latitude.			Longitude west of the meridian of Greenwich.					
				In arc.			In time.		
	°	′	″	°	′	″	h.	s.	m.
1. Chicago new iron light-house, Illinois	41	53	24.9	87	36	59	5	50	27.93
2. Michigan City light-house, Indiana	41	43	22.9	86	54	32.6	5	47	38.17
3. New Buffalo light-house, Michigan	41	47	43.5	86	45	37.4	5	47	02.50
4. Erie new light-house, Pennsylvania	42	08	42.7	80	04	15.7	5	20	17.04
5. Erie beacon light, at the end of United States west pier, Pennsylvania	42	09	16.7	80	05	07.5	5	20	20.50
6. Waukegan light-house, Illinois	42	21	29.3	87	49	59.9	5	51	20.00

Respectfully, &c.,

J. D. GRAHAM,
Major Top. Eng., Brevet Lieut. Colonel.

Captain W. B. FRANKLIN,
Secretary of the Light-house Board, Washington.

A 22.

CHICAGO, *September* 21, 1859.

SIR: My astronomical observations give the positions in latitude and longitude of the light-houses and beacon-lights of Milwaukie, Wisconsin, and Cleveland, Ohio, as follows, viz:

Names of light-houses and beacon-lights.	North latitude.			Longitude west of the meridian of Greenwich.					
				In arc.			In time.		
	°	′	″	°	′	″	*h.*	*m.*	*s.*
Milwaukie light-house, situated near the foot of Wisconsin street, Wisconsin	43	02	24	87	54	07.8	5	51	36.50
Milwaukie beacon-light, at the east end of the north harbor pier, Wisconsin	43	01	37	87	53	59.2	5	51	35.95
Cleveland light-house, at south corner of Water and Light-house streets, Ohio	41	30	07.6	81	42	31.5	5	26	50.10
Cleveland beacon-light, at the end of the United States east harbor pier, Ohio	41	30	16.5	81	43	01.1	5	26	52 00

Respectfully, &c.,

J. D. GRAHAM,
Major Top. Eng., Brevet Lieut. Col.

Captain W. B. FRANKLIN,
Secretary of the Light-house Board, Washington.

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2. THE UNITED STATES STEAM DREDGE-BOAT ON LAKE MICHIGAN.

The condition of this valuable machine requires now especial attention. Since it was turned over by the contractor for its construction, in April, 1854, it has performed very valuable service in aid of harbor improvements. In the spring and summer of the year 1854 it was employed in cutting a ship-canal through the sand-bar which obstructed the entrance into the mouth of Chicago river. This was effectually done at a comparatively small cost, as will be seen by reference to my reports contained in Senate Ex. Doc. No. 16 of the 34th Congress, 3d session, part 1.—(See pp. 22 to 24.) A comparison of maps G, Nos. 11 and 12, will also show at a glance the extent of the dredging then done, and its importance to Chicago harbor. The first mentioned map shows the condition of the harbor and bar before the dredging of that season was begun. The second shows their condition with the excellent ship-channel cut through the bar, when the dredging of that season was completed.

Again, in the year 1856, this bar, which in the interim had been reproduced, was cut through by the use of this machine, and the excellent and direct ship-channel from the lake into the mouth of the Chicago river, was restored at a cost scarely exceeding the sum

acquired by the sale of the excavated material used in filling up a lagoon or basin, in order to create ground for building purposes for the Illinois Central Railroad Company. All this will appear by reference to part second of the aforesaid Senate document.—(See pp. 302 to 308 of that document.) A comparison of maps G, Nos. 38 and 43, will show equally, at a glance, the effect on the harbor produced by this dredging in 1856.

In the years 1857 and 1858, this machine performed equally valuable services in aid of the improvement of Milwaukie harbor, Wisconsin. This will be seen by reference to my annual report for 1857, printed in Senate document, No. 42 of the Thirty-fifth Congress, first session, (see page 55,) and to that for 1858, printed in part three of H. R., Doc. No. 2, (executive,) of the Thirty-fifth Congress, second session.—(See page 1134.)

The cost of working this machine, and the necessary repairs to keep it in proper order, together with the expenses of employing watchmen on board, have always been paid out of the appropriations for the harbors where the dredging was going on. There have been no appropriations, though frequently called for, for the maintenance of this machine. While the harbor appropriations lasted, we could keep the machine in proper condition for work, but now, that these appropriations are exhausted, we have no means of doing so. The consequence is, that the vessel, together with her machinery and scows, are deteriorating in condition. Moreover, an arrearage of expense has already unavoidably accrued, and is increasing, incidental to paying watchmen for the care of her, and for certain repairs absolutely necessary to keep her from sinking. This state of affairs was represented to the Topographical Bureau in a report from this office made on the 7th of July, 1859, accompanied by the recommendation that both the dredge-boat and her four scows should be sold, in order to clear arrearages, and to prevent the further accumulation of expense upon their acconnt. The recommendation was approved by the War Department, and I was instructed by the bureau, under the date of July 28, 1859, to act accordingly. Every effort was then made to dispose of this vessel and her machinery and scows at anything like a reasonable price, but I found it was impossible to do so. Their cost to the United States was about $18,500, and owing to the great monetary depression the past summer, I could not have obtained $1,000 in cash for the whole of them. Under the circumstances, I had no alternative but to hold on to this property, and do the best to secure it from loss, and to preserve it for future usefulness, or, at all events, until a reasonable price could be obtained for it. I have, therefore, had the dredge-boat and her scows laid up for the winter in the north branch of Chicago river, where they are safely moored, and have employed a watchman to live on board, and look to her safety against acccidents by fire, storms, collisions of other vessels, &c. For this service I have contracted, in behalf of the United States, that he shall be paid at the rate of thirty dollars ($30) per month, if the property be sold the ensuing season, or if an appropriation should be made to clear arrearages, and to maintain these vessels for future usefulness. It is very probable that they will sell next season for a price so much better than could have been obtained

the present one, as to more than cover the additional expense of keeping them moored, with a watchman on board until then.

In view, however, of the great usefulness of this dredge-boat and her scows, I would recommend that an appropriation of five thousand ($5,000) dollars be asked for, to pay off all charges for their care and repair, to put them in good condition, and for setting them to work on the opening of the next season. If thus maintained, they can be made to continue to perform, for many seasons to come, as great service in the cause of harbor improvements on this lake as they have already done, and at a very small expense in proportion to that good.

3. WAUKEGAN BREAKWATER, ILLINOIS.

The estimates for this work are contained in a previous report from this office, printed at pp. 134 and 135 of Senate Ex. Doc. No. 16, of the Thirty-fourth Congress, third session. That estimate is here renewed, amounting to $137,966 10.

It is recommended to be divided into three annual appropriations, as follows, namely:

For the first year	$60,000 00
For the second year	38,983 05
For the third year	38,983 05
Amount of the estimate for completing the breakwater	137,966 10

The amount and value of the commerce of Waukegan for the year 1858 are given in the following statements, marked from B 1 to B 4, inclusive. The money values are as follows, namely:

Imports.

1. By lake vessels (see B 1)	$289,928 20
2. By railroad (see B 2)	559,948 35
Total value of imports in the year 1858	849,876 55

Exports.

1. By lake vessels (see B 3)	$233,356 80
2. By railroad (See B 4)	182,266 75
Total value of exports in 1858	415,623 55

Recapitulation.

1. Value of imports at Waukegan in 1858	$849,896 55
2. Value of exports from Waukegan in 1858	415,623 55
Aggregate value of the imports and exports of Waukegan in 1858	1,265,500 10

The accompanying statement, marked B 5, contains an exhibit of the arrivals, departures, tonnage, &c., of vessels trading with the port of Waukegan during the navigable season of the year 1858.

B 1.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Waukegan, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	297	$3 00	$891 00
Bark ..... cords....	126	6 00	756 00
Bedsteads	119	5 00	595 00
Cedar posts ..... number...	4,650	10	465 00
Coal ..... tons.....	200	7 00	1,400 00
Empty barrels ..... number...	199	1 00	199 00
Fish ..... barrels...	50	6 00	300 00
Flour ..... do.....	176	4 00	704 00
Furniture, (estimated) ..... packages...	938	10 00	9,380 00
Glass ..... boxes....	174	5 00	870 00
Highwines ..... barrels...	178	10 00	1,780 00
Horses ..... number...	21	100 00	2,100 00
Iron ..... tons.....	84	90 00	7,560 00
Laths ..... M.....	383	2 00	766 00
Lumber, pine ..... M feet...	3,778	10 00	37,780 00
Merchandise ..... tons.....	603	300 00	180,900 00
Molasses ..... barrels...	167	16 00	2,672 00
Nails ..... kegs....	546	4 00	2,184 00
Oils ..... barrels...	14	40 00	560 00
Plaster ..... do.....	207	3 00	621 00
Pickets ..... M.....	46	10 00	460 00
Reapers ..... number...	16	150 00	2,400 00
Salt ..... barrels...	1,895	2 00	3,790 00
Salt ..... bags....	1,116	20	223 20
Spokes ..... M.....	10	10 00	100 00
Sundries ..... packages...	1,158	10 00	11,580 00
Sugar ..... barrels...	143	30 00	4,290 00
Threshing machines ..... number...	43	150 00	6,450 00
Wagons ..... do.....	132	50 00	6,600 00
Wheat ..... bushels...	280	1 00	280 00
Whisky ..... barrels...	91	10 00	910 00
White-lead ..... tons....	1	200 00	200 00
Wood ..... cords....	54	3 00	162 00
Total	.....	.....	289,928 20

J. D. GRAHAM,
Major Top. Eng'rs Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B 2.

nent of the quantity and value of articles of merchandise received by lroad at Waukegan, Illinois, during the year ending December 31, 58.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	560	$3 00	$1,680 00
, dried.....bushels...	244	1 50	366 00
.....boxes....	57	12 00	684 00
ıds.....	54	6 00	324 00
.....barrels...	265	6 00	1,590 00
ınd shoes .....cases....	209	30 00	6,270 00
s.....dozens...	227	2 00	454 00
s, tallow.....boxes....	234	3 00	702 00
;s.....bundles...	56	10 00	560 00
ıtuff.....do.....	113	4 00	452 00
.....number...	41	5 00	205 00
.....pounds...	3,438	10 00	343 80
.....do.....	9,573	15	1,435 95
rries.....barrels...	101	10 00	1,010 00
ry.....crates...	9	100 00	900 00
miscellaneous.....bushels...	405	1 00	405 00
ıre, (estimated) .....packages...	1,960	10 00	19,600 00
.....boxes....	122	3 00	366 00
ies .....tons.....	740	300 00	222,000 00
.....number...	564	2 00	1,128 00
.....boxes...	115	30 00	3,450 00
ines.....barrels...	316	10 00	2,160 00
hold furniture, (estimated).....packages...	387	10 00	3,870 00
.....number...	13	100 00	1,300 00
tilled.....do.....	206	15 00	3,090 00
.....tons....	4	90 00	360 00
fes.....number...	1	200 00	200 00
.....barrels...	14	40 00	560 00
r .....rolls....	67	20 00	1,340 00
rel.....barrels...	8	12 00	96 00
ındise .....tons....	847	300 00	254,100 00
ed.....do.....	22	10 00	220 00
es .....barrels...	142	16 00	2,272 00
.....kegs....	379	4 00	1,516 00
d cherry lumber.....M feet...	39	20 00	780 00
.....half gallon cans...	4,018	1 00	4,018 00
.....barrels...	72	40 00	2,880 00
s dried.....bushels...	397	2 00	794 00
.....barrels...	261	3 00	783 00
..... M.....	34	40 00	1,360 00
.....number...	6	100 00	600 00
.....M.....	27	20 00	540 00
es, (estimated).....packages...	360	10 00	3,600 00
.....hhds.....	34	80 00	2,720 00
.....barrels...	120	25 00	3,000 00
.....do.....	21	40 00	840 00
o.....pounds...	514	40 00	205 60
r. .....barrels...	146	8 00	1,168 00
y.....do.....	111	10 00	1,110 00
lead.....tons....	3	180 00	540 00
Total.....	.....	.....	559,948 35

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1853.

B 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Waukegan, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barley ..... bushels...	268	$0 80	$212 40
Beans ..... do.....	150	2 00	300 00
Beef ..... barrels...	577	10 00	5,770 00
Beer ..... do.....	125	6 00	750 00
Butter ..... pounds...	14,560	15	2,184 00
Corn ..... bushels...	3,011	60	1,806 60
Cornmeal ..... do.....	927	1 00	927 00
Fish ..... barrels...	584	6 00	3,504 00
Flour ..... do.....	297	4 00	1,188 00
Grass seeds ..... bushels...	2,734	2 00	5,468 00
Hay ..... tons.....	96	8 00	768 00
Hides ..... number...	794	6 00	4,764 00
Horses ..... do.....	21	1 00	2,100 00
Oats ..... bushels...	105,980	50	52,990 00
Pork ..... barrels...	367	15 00	5,505 00
Potatoes ..... bushels...	1,126	50	563 00
Stone ..... cords	76	6 00	456 00
Sundries, (estimated) ..... packages...	1,138	10 00	11,380 00
Tallow ..... barrels...	45	40 00	1,800 00
Timber, oak ..... M feet...	112	20 00	2,240 00
Wagons ..... number...	9	50 00	450 00
Wheat ..... bushels...	124,831	1 00	124,831 00
Whisky ..... barrels...	86	10 00	860 00
Wool ..... pounds...	8,466	30	2,539 80
Total	.....	.....	233,356 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B 4.

Statement of the quantity and value of articles of merchandise sent by railroad from Waukegan, Illinois, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements ..... tons.....	12	$100 00	$1,200 00
Beans ..... bushels...	384	2 00	768 00
Beer ..... barrels...	114	6 00	684 00
Bricks ..... M.....	783	5 00	3,915 00
Brooms ..... dozens...	324	2 00	648 00
Butter ..... pounds...	61,907	15	9,286 05

B 4—Continued.

Articles.	Quantity.	Price of each.	Value.
.....number...	47	$30 00	$1,410 00
.....bushels...	3,871	60	2,322 60
›ods, (estimated).....packages...	137	10 00	1,370 00
.....dozens...	27,808	10	2,780 80
›esh.....number...	384,945	20	76,989 00
.....barrels...	583	4 00	2,332 00
›es .....tons.....	6	300 00	1,800 00
.....do.....	144	8 00	1,152 00
.....number...	1,625	6 00	9,750 00
poles .....M.....	187	10 00	1,870 00
›.....number...	22	100 00	2,200 00
killed.....do.....	295	15 00	4,425 00
.....barrels...	12	40 00	480 00
.....bushels...	730	1 00	730 00
actures from wood.....packages...	74	10 00	740 00
.....barrels...	425	3 00	1,275 00
ed.....tons.....	129	10 00	1,290 00
.....bushels...	41,907	50	20,953 50
.....tierces....	127	20 00	2,540 00
.....barrels...	80	15 00	1,200 00
es .....bushels...	7,167	50	3,583 50
.....do.....	1,021	1 00	1,021 00
us.....boxes....	6	10 00	60 00
es, (estimated).....packages...	534	10 00	5,340 00
.....barrels...	41	40 00	1,640 00
›s .....number...	9	50 00	450 00
.....bushels...	9,810	1 00	9,810 00
y.....barrels...	209	10 00	2,090 00
.....pounds...	13,871	30	4,161 30
Total.....	.....	.....	182,266 75

J. D. GRAHAM,
Major Top. Eng'rs., Bvt. Lt. Col., Superintending Engineer.
CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B 5.

ment of the number and tonnage of the steam and sail vessels that ›ived at and cleared from the port of Waukegan during the year ling December 31, 1858.

	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
3	175,254	253	175,254	110	17,671	110	17,671

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.
CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

4. KENOSHA HARBOR, WISCONSIN.

I renew here the estimates for the completion of the improvement of this harbor, given in full detail in my previous reports. They will be found at page 1126 of H. R. Doc. No. 2 (executive) of the Thirty-fifth Congress, second session. The amount required for completing this improvement is $58,047 24.

The amount and value of the commerce of Kenosha for the year 1858, are given in the accompanying statement, marked from C 1 to C 4, inclusive. Their values in money are as follows, namely:

Imports.

1. By lake vessels, as per C 1	$523,351 00
2. By railroads, as per C 2	578,300 90
Total value of imports in 1858	1,101,651 90

Exports.

1. By lake vessel, (see statement C 3)	$309,057 50
2. By railroads, (see statement C 4)	225,555 65
Total value of exports in 1858	534,613 15

Recapitulation.

1. Value of imports at Kenosha in the year 1858	$1,101,651 90
2. Value of exports from Kenosha in the year 1858	534,613 15
Aggregate value of the imports and exports of Kenosha in 1858	1,636,265 05

The accompanying statement, marked C 5, contains statements of the arrivals, departures, tonnage, &c., of vessels trading with the port of Kenosha in the year 1858.

C 1.

ıt of the quantity and value of articles of merchandise received :e vessels at the port of Kenosha, Wisconsin, during the year ; December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	293	$3 00	$879 00
.....cords...	216	6 00	1,296 00
.....tons.....	490	6 00	2,940 00
.....barrels...	477	6 00	2,862 00
.....boxes ...	312	5 00	1,560 00
.....barrels...	97	10 00	970 00
.....M.....	609	2 00	1,218 00
)ine.....M. feet...	5,454	10 00	54,540 00
ise.....tons.....	1,079	300 00	323,700 00
.....kegs....	1,612	4 00	6,448 00
.....barrels...	14	40 00	560 00
reen.....bushels...	138	2 00	276 00
.....barrels...	80	3 00	240 00
.....do.....	2,150	2 00	4,300 00
.....M.....	845	3 00	2,535 00
.....barrels...	960	30 00	28,800 00
machines.....number...	540	150 00	81,000 00
.....spokes...	9	50 00	450 00
.....barrels...	130	10 00	1,300 00
.....cords....	2,359	3 00	7,077 00
ie.....barrels...	100	4 00	400 00
.....	.....	.....	523,351 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

C 2.

nt of the quantity and value of articles of merchandise received ıilroad at Kenosha, Wisconsin, station, during the year ending nber 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	917	$0 80	$733 60
.....do.....	127	1 00	127 00
....barrels...	114	10 00	1,140 00
.....do.....	423	6 00	2,538 00
shoes.....cases....	161	30 00	4,830 00
.....barrels...	14	50 00	700 00
....pounds...	5,480	15	822 00
....boxes....	210	3 00	603 00
.....number..	47	30 00	1,410 00

C 2—Continued.

Articles.	Quantity.	Price of each.	Value.
Cider ..... barrels...	57	$5 00	$285 00
Coffee ..... pounds...	1,684	15	252 60
Dry goods, (estimated) ..... packages...	287	20 00	5,740 00
Eggs ..... dozens...	1,912	10 00	191 20
Flour ..... barrels...	1,960	4 00	7,840 00
Feed meal ..... tons.....	208	10 00	2,080 00
Furniture, (estimated) ..... packages...	139	10 00	1,390 00
Glass ..... boxes...	102	3 00	306 00
Groceries ..... tons.....	518	300 00	155,400 00
Hams ..... barrels...	49	20 00	980 00
Hardware ..... tons.....	5	200 00	1,000 00
Highwines ..... barrels...	166	10 00	1,660 00
Hops ..... bales....	3	50 00	150 00
Hogs, killed ..... number...	248	15 00	3,720 00
Lard ..... barrels...	21	40 00	840 00
Malt ..... bushels...	1,460	1 00	1,460 00
Merchandise ..... tons.....	813	300 00	243,900 00
Molasses ..... hogsheads...	205	40 00	8,200 00
Nails ..... kegs.....	781	4 00	3,124 00
Oak and cherry lumber ..... M. feet...	49	20 00	980 00
Oats ..... bushels...	27,483	50	13,741 50
Oranges ..... boxes...	186	5 00	930 00
Oysters ..... half-gallon cans...	7,131	1 00	7,131 00
Peaches, dried ..... bushels...	271	2 00	542 00
Peaches, green ..... do.....	87	1 00	87 00
Plaster ..... barrels...	140	3 00	420 00
Potatoes ..... bushels...	2,817	50 00	1,408 00
Rye ..... do.....	1,862	1 00	1,862 00
Saleratus ..... boxes....	63	10 00	630 00
Sheep pelts ..... bales.....	24	20 00	480 00
Soap ..... boxes....	1,098	3 00	3,294 00
Sugar ..... hogsheads...	109	80 00	8,720 00
Sugar ..... barrels...	314	25 00	7,850 00
Threshing machines ..... number...	18	150 00	2,700 00
Tubs ..... dozens...	36	6 00	216 00
Wagons ..... number...	29	50 00	1,450 00
Wheat ..... bushels...	68,912	1 00	68,912 00
Wool ..... pounds...	18,415	30	5,524 50
Total	.....	.....	578,300 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

C 3.

ment of the quantity and value of articles of merchandise shipped lake vessels from the port of Kenosha, Wisconsin, during the year ling December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	27,640	$0 80	$22,112 00
.....barrels...	114	10 00	1,140 00
.....do.....	2,458	6 00	15,748 00
, fire.....M.....	149	5 00	745 00
.....barrels...	277	6 00	1,662 00
.....do.....	11,603	4 00	46,412 00
ieeds.....bushels...	621	2 00	1,242 00
.....tons.....	303	8 00	2,424 00
.....bushels...	33,889	50	16,944 50
.....barrels...	130	15 00	1,950 00
.....bushels...	198,678	1 00	198,678 00
Total.....	.....	.....	309,057 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

C 4.

nent of the quantity and value of articles of merchandise sent by lroad from Kenosha, Wisconsin, during the year ending December 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	505	$0 80	$404 00
.....do.....	612	2 00	1,224 00
.....barrels...	18	10 00	180 00
, steam .....number..	3	2,000 00	6,000 00
ind shoes .....cases....	5	30 00	150 00
corn.....bales....	41	50 00	2,050 00
.....pounds...	29,191	15	4,378 65
.....boxes....	33	3 00	99 00
.....number..	106	30 00	3,180 00
.....do.....	172	1 00	172 00
.....bushels...	1,604	60	962 40
ods, (estimated).....packages..	159	10 00	1,590 00
.....dozen....	8,146	10	814 60
.....barrels...	514	4 00	2,056 00
eal.....tons....	27	10 00	270 00
ire, (estimated).....packages..	613	10 00	6,130 00
eeds .....bushels...	291	2 00	582 00
.....barrels...	17	20 00	340 00
es.....tons....	16	300 00	4,800 00
.....number..	214	2 00	428 00
.....tons....	142	8 00	1,136 00
.....number..	1,009	6 00	6,054 00
.....do.....	8	100 00	800 00

C 4—Continued.

Articles.	Quantity.	Price of each.	Value.
Iron, pig.....tons....	13	$45 00	$585 00
Iron, railroad .....do.....	1,127	60 00	67,620 00
Iron safes .....number..	3	200 00	600 00
Lard oil .....barrels...	14	40 00	560 00
Laths.....M.....	327	2 00	654 00
Leather.....rolls....	53	20 00	1,060 00
Liquors .....barrels...	10	50 00	500 00
Lumber, pine.....M feet...	2,174	10 00	21,740 00
Malt.....bushels...	381	1 00	381 00
Manufactures from wood.....packages...	540	20 00	10,800 00
Merchandise .....tons....	147	300 00	44,100 00
Molasses.....hogsheads...	87	40 00	3,480 00
Nails.....kegs....	560	4 00	2,240 00
Oysters.....half-gallon cans...	6,846	1 00	6,846 00
Pails.....dozens...	51	2 00	102 00
Peaches, dried.....bushels...	222	2 00	444 00
Plaster .....barrels...	160	3 00	480 00
Pork.....do.....	81	15 00	1,215 00
Rye .....bushels...	495	1 00	495 00
Shingles.....M.....	421	3 00	1,263 00
Soap.....boxes....	134	3 00	402 00
Stoves.....tons....	17	100 00	1,700 00
Sugar .....barrels...	360	25 00	9,000 00
Vinegar.....do.....	47	10 00	470 00
Wagons.....number..	32	50 00	1,600 00
Wheat.....bushels...	2,938	1 00	2,938 00
White lead.....tons....	4	120 00	480 00
Total.....	.....	.....	225,555 65

J. D. GRAHAM,
Major Top Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

C 5.

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Kenosha during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
391	166,175	391	166,175	201	51,254	197	49,347

J. D. GRAHAM,
Major. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

5. RACINE HARBOR, WISCONSIN.

For the estimates of the amount required to complete this harbor, see my last annual report at pp. 1126 and 1127 of H. R. Doc., No. 2 (Ex.) of the 35th Congress, 2d session. I beg leave here to renew that estimate. It amounts to $25,422 73.

The amount and value of the commerce of Racine for the year 1858 are contained in the accompanying statements, marked from D 1 to D 4, inclusive. Their values are as follows, viz:

Imports.

1. By Lake vessels, as per statement D 1	$2,667,915 00
2. By railroads, as per statement D 2	1,499,657 65
Total value of imports at Racine in 1858	4,167,572 65

Exports.

1. By lake vessels, (see statement D 3)	$638,291 75
2. By railroads, (see statement D 4)	5,118,432 75
Total value of exports from Racine in 1858	5,756,724 50

Recapitulation.

1. Value of the imports at Racine in 1858	$4,167,572 65
2. Value of exports from Racine in 1858	5,756,724 50
Aggregate value of the imports and exports from Racine in the year 1858	9,924,297 15

The accompanying statement, D 5, shows the articles manufactured at Racine in the year 1858, and their value, which amounts in the aggregate, to $1,064,530.

The accompanying statement, marked D 6, gives the following exhibit in relation to the port of Racine for the year 1858, viz:

Amount of duties collected on foreign importations in 1858	$102,810 00
Value of the enrolled tonnage owned at Racine, December 31, 1858	196,700 00
Enrolled tonnage owned at Racine, December 31, 1858	5,620 tons.
Number of arrivals and departures from the port of Racine in 1858	2,321
Total tonnage in lake vessels that arrived at and cleared from the port of Racine in 1858	833,647 tons.
Average number of arrivals and departures *per day* at and from the port of Racine, during the navigable season of the year 1858	7
Average *daily* amount of tonnage which entered and cleared the port of Racine during the navigable season of 1858	2,724 tons.

D 1.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Racine, Wisconsin, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	300	$3 00	$900 00
Apples, dried ..... bushels...	4,927	2 00	9,854 00
Axes ..... boxes....	160	10 00	1,600 00
Bark ..... cords....	513	6 00	3,078 00
Boots and shoes ..... cases....	545	30 00	16,350 00
Cedar posts ..... number..	15,600	06	936 00
Castings ..... tons.....	248	100 00	24,800 00
Cheese ..... pounds...	13,890	10	1,389 00
Coal ..... tons.....	4,288	6 00	25,728 00
Coffee ..... pounds...	128,500	15	19,275 00
Copper ..... tons.....	6	600 00	3,600 00
Crockery ..... crates....	272	100 00	27,200 00
Dry goods, (estimated) ..... packages.	1,223	20	24,460 00
Fish ..... barrels...	1,009	6 00	6,054 00
Fruit, miscellaneous ..... bushels...	1,496	1 00	1,496 00
Glass ..... boxes....	3,269	5 00	16,345 00
Grindstones ..... tons.....	46	30	1,380 00
Hops ..... bales....	52	40 00	2,080 00
Hoop poles ..... M.....	137	10 00	1,370 00
Horses ..... number...	106	100 00	10,600 00
Iron ..... tons.....	2,352	90 00	211,680 00
Iron, railroad ..... do.....	1,015	60 00	60,900 00
Leather ..... rolls...	376	20 00	7,520 00
Liquors ..... barrels...	1,044	20 00	20,880 00
Lumber, pine ..... M feet...	21,018	10 00	210,180 00
Lumber, cabinet ..... do.....	178	20 00	3,560 00
Marble ..... tons.....	325	100 00	32,500 00
Merchandise ..... do.....	5,451	300 00	1,635,300 00
Molasses ..... barrels...	647	16 00	10,352 00
Nails ..... kegs....	14,904	4 00	59,616 00
Oils ..... barrels...	320	40 00	12,800 00
Paper ..... bundles..	1,261	1 00	1,261 00
Railroad ties ..... number...	11,450	30	3,435 00
Reapers ..... do.....	60	150 00	9,000 00
Raisins ..... boxes....	1,359	3 00	4,077 00
Rice ..... barrels...	95	40 00	3,800 00
Rosin ..... do.....	226	6 00	1,356 00
Saleratus ..... boxes....	146	5 00	730 00
Salt ..... barrels...	6,675	2 00	13,350 00
Salt ..... bags....	14,910	20	2,982 00
Shingles ..... M.....	3,673	3 00	11,019 00
Shingle bolts ..... cords....	2,280	7 00	15,960 00
Starch ..... boxes....	2,190	3 00	6,570 00
Staves and headings ..... M.....	26	10 00	260 00
Stoves ..... tons.....	105	200 00	21,000 00
Shovels ..... dozen....	52	10 00	520 00
Sofas ..... number...	39	40 00	1,560 00
Spades ..... dozen....	79	10 00	790 00
Timber, pine ..... M.....	186	10 00	1,860 00
Tea ..... chests....	1,466	50 00	73,300 00
Tin ..... boxes....	337	20 00	6,740 00
Vinegar ..... barrels...	175	10 00	1,750 00
Wagons ..... number...	81	50 00	4,050 00
Whisky ..... barrels...	394	10 00	3,940 00
White-lead ..... tons.....	41	200 00	8,200 00

D 1—Continued.

Articles.	Quantity.	Price of each.	Value.
.....cords....	1,183	$2 00	$ 2,366 00
.....baskets...	198	12 00	2,376 00
-lime .....barrels	470	4 00	1,880 00
Total.....	.....	.....	2,667,915 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

—*Statement of the quantity and value of articles of merchandise eived by railroad, at Racine, Wisconsin, station, during the year ling December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	18,119	$0 80	$14,495 20
.....do.....	1,050	1 00	1,050 00
....barrels...	2,423	10 00	24,230 00
.....pounds...	119,481	15	17,922 15
.....number...	104	30 00	3,120 00
.....bushels...	24,260	60	14,556 00
.....dozen....	104,983	10	10,498 30
.....barrels...	14,872	4 00	59,488 00
ure, (estimated) .....packages.	421	10 00	4,210 00
seeds .....bushels...	2,661	2 50	6,652 50
.....barrels...	120	20	2,400 00
.....boxes....	240	30	7,200 00
.....number...	31,016	6 00	186,096 00
s.....do.....	33	100 00	3,300 00
killed.....do.....	7,822	15 00	117,330 00
.....barrels...	579	30 00	17,370 00
r.....rolls....	165	20 00	3,300 00
r, oak.....M feet...	7,139	10 00	71,390 00
actures from wood .....packages.	2,176	10 00	21,760 00
.....barrels...	387	3 00	1,161 00
andise .....tons.....	19	300 00	5,700 00
ed .....do.....	961	10 00	9,610 00
ses .....barrels...	327	16 00	5,232 00
d cherry lumber.....M feet...	3,821	10 00	38,210 00
.....bushels...	144,920	50	72,460 00
s.....half gallon cans...	79,840	1 00	79,840 00
.....barrels...	6,434	15 00	96,510 00
es.....bushels...	9,320	50	4,660 00
....bales....	148	10 00	1,480 00
. .....number...	208	3 00	624 00
.....barrels...	535	25 00	13,375 00
t. .....bushels...	563,372	1 00	563,372 00
.....pounds...	70,185	30	21,055 50
Total.....	.....	.....	1,499,657 65

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Racine, Wisconsin, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples.....barrels...	29	$3 00	$87 00
Apples, dried .....bushels...	384	2 00	768 00
Ashes, pot.....tons.....	125	1 00	12,500 00
Barley.....bushels...	57,619	80	46,095 20
Beans.....do.....	438	2 00	876 00
Beef.....barrels...	2,650	10 00	26,500 00
Beer .....do.....	673	6 00	4,038 00
Brooms .....dozen....	529	5 00	2,645 00
Butter.....pounds...	32,917	15	4,937 55
Candles, tallow .....boxes....	322	3 00	966 00
Castings.....bundles...	43	100 00	4,300 00
Coal .....tons.....	25	6 00	150 00
Coffee.....pounds...	14,212	15	2,131 80
Corn .....bushels...	6,824	60	4,094 40
Cranberries .....barrels...	153	10 00	1,530 00
Crockery .....crates....	19	100 00	1,900 00
Dry goods, (estimated) .....packages.	288	20 00	5,760 00
Eggs .....dozen....	12,982	10	1,298 20
Fanning machines .....number...	155	50 00	7,750 00
Fish.....barrels...	69	6 00	414 00
Flour.....do.....	17,369	4 00	69,476 00
Flannel .....yards....	8,730	2 00	17,460 00
Grass seeds .....bushels...	1,874	2 00	3,748 00
Grain separators .....number...	275	100 00	27,500 00
Hay .....tons.....	162	8 00	1,296 00
Hides .....number...	5,366	6 00	32,196 00
Hogs, alive.....do.....	165	15 00	2,475 00
Iron .....tons.....	450	90 00	40,500 00
Leather .....rolls.....	142	20 00	2,840 00
Liquors .....barrels...	1,153	10 00	11,530 00
Lime .....do.....	525	1 00	525 00
Meal.....do.....	518	3 00	1,554 00
Merchandise.....tons.....	197	300 00	59,100 00
Molasses .....barrels...	18	16 00	288 00
Nails .....kegs....	147	4 00	588 00
Oats .....bushels...	123,851	50	61,925 00
Oils .....barrels...	19	40 00	760 00
Pork .....tierces ...	5,663	.....	84,945 00
Reapers.....number...	171	150 00	25,650 00
Salt .....barrels...	169	2 00	338 00
Soap .....boxes....	410	4 00	1,640 00
Stoves .....tons.....	12	200 00	2,400 00
Sugar .....barrels...	128	25 00	3,200 00
Wagons .....number...	17	50 00	850 00
Whisky.....barrels...	171	10 00	1,710 00
White-lead.....tons.....	1	200 00	200 00
Wood.. .....cords....	1,729	2 00	3,458 00
Wool.....pounds...	171,327	30	51,398 10
Total.....	.....	.....	638,291 75

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D 4.

ement of the quantity and value of articles of merchandise sent by ilroad from Racine, Wisconsin, during the year ending December , 1858.

Articles.	Quantity.	Price of each.	Value.
s.....barrels...	461	$3 00	$1,383 00
.....do.....	512	10 00	5,120 00
, steam.....number...	14	2,000 00	28,000 00
and shoes.....cases....	412	30 00	12,360 00
s.....dozen...	312	2 00	624 00
s.....number...	61	100 00	6,100 00
.....pounds...	19,817	15	2,972 55
.....number...	534	30 00	16,020 00
.....tons.....	2,848	7 00	19,936 00
oods, (estimated).....packages.	9,017	20 00	180,340 00
miscellaneous.....bushels...	1,945	1 00	1,945 00
ies.....tons.....	4,678	300 00	1,403,400 00
.....boxes....	387	30 00	11,610 00
hold furniture, (estimated).....packages.	6,183	10 00	61,830 00
.....number...	57	100 00	5,700 00
ig.....tons.....	207	45 00	9,315 00
ailroad.....do.....	1,385	60 00	83,100 00
.....M.....	296	2 00	592 00
r, pine.....do.....	19,129	10 00	191,290 00
andise.....tons.....	9,474	300 00	2,842,200 00
s.....½ gallon cans...	17,912	1 00	17,912 00
.....barrels...	35,160	2 00	70,320 00
.....bags....	91,821	20	18,364 20
es.....M.....	7,884	3 00	23,652 00
es, (estimated).....packages.	6,741	10 00	67,410 00
r, pine.....M.....	109	10 00	1,090 00
as.....number...	29	50 00	1,450 00
.....bushels...	33,857	1 00	33,857 00
-lead.....tons.....	3	180 00	540 00
Total.....	.....	.....	5,118,432 75

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D 5.

Statement showing the value of articles manufactured at Racine, c the year ending December 31, 1858.

Ale and beer	$43,5
Boots and shoes	53,4
Bookbinding	2,5
Baking and confectionery	19,1
Brick	15,5
Beef	77,5
Clothing	62,8
Cabinet-ware	18,0
Coke and coal tar	1,2
Engines and boilers	13,4
Flooring	43,8
Furs	5,4
Flour	22,5
Gas	17,5
Grain separators	52,5
Gloves and mittens	9
Gearing for mills	74,8
Hats and caps	3,5
Horse-powers	39,0
Jewelry	3,6
Lightning rods	4,8
Lime	4,5
Leather	31,7
Overshoes	6,8
Pork	26,3
Packing, flour, and other barrels	91,6
Plows and agricultural implements	12,6
Pails and tubs	3,0
Gas fixtures	3,5
Reapers and mowers	90,0
Shingles	25,7
Soap and candles	37,0
Smithing for various trades	30,6
Sash, doors, and blinds	45,2
Trunks and harness	19,5
Tin, sheet iron, and copper	21,1
Wagons and carriages	39,5
Total	1,064,5

Population of Racine 12,000.

D 6.

Statement showing the amount of duties collected on foreign imports, the enrolled tonnage, with the value of the same, the number and tonnage of the vessels that arrived at and cleared from the port of Racine, during the navigable season of the year 1858.

Amount of duties collected on foreign imports at Racine in 1858.	Enrolled tonnage of the port of Racine.	Number of arrivals and departures at the port of Racine.	Tonnage of the vessels that arrived at and departed from the port of Racine.	Average number of arrivals and departures daily.	Average amount of the tonnage entered and cleared daily.	Value of the enrolled tonnage of the port of Racine.
$102,810	5,620	2,321	833,647	7	2,724	$196,709

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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6. MILWAUKIE HARBOR, WISCONSIN.

The new harbor at the "north cut" was reported as completed in my last annual report. It has proved a great benefit to the commerce of this port, and a great convenience to the lake coast shipping. The piers maintain their position firmly, and in good adjustment as regards level.

The only appropriation to be asked for on account of Milwaukie is in reference to the old harbor at the natural entrance to Milwaukie river. This was the first point improved at this harbor. Its importance has been set forth in the reports of the board of engineers, and in my previous annual reports. The condition of the old piers and the estimates for repairs will be found printed at pp. 1134 to 1136 of Part 3 of H. R. Ex. Doc. No. 2 of the Thirty-fifth Congress, second session. The amount required is $44,631 42.

The accompanying statement, E 1, shows the amount of duties on foreign importations collected at Milwaukie, for each month of the year 1858. It amounts, for the whole of that year, to $108,756 15.

Statement E 2 shows the amount of tonnage, in steam and sail vessels, separately stated, that arrived at, and cleared from the port of Milwaukie during the navigable season of the year 1858. It is as follows, viz:

1. *Arrivals.*

	Tons.
1. Amount of tonnage in steam vessels that arrived in 1858..	409,321
2. Amount of tonnage in sail vessels that arrived in 1858....	476,179
Total amount of tonnage that arrived at Milwaukie in 1858..	885,500

2. *Clearances.*

1. Amount of tonnage in steam vessels that cleared in 1858..	406,817
2. Amount of tonnage in sail vessels that cleared in 1858.....	423,293
Total amount of tonnage that cleared from the port of Milwaukie in 1858	830,110

The accompanying statement, marked E 3, shows the enrolled tonnage of the district of Milwaukie, specifying the number of vessels of each class of which it is composed. Also, the number of arrivals and departures, and the number of vessels that entered and cleared at the port of Milwaukie in 1858. Also, the average per day during the navigable season of 1858 of tonnage that entered and cleared, and the average number of arrivals and departures per day during the same period.

The amount and value of the commerce of Milwaukie for the year 1858 are shown by the accompanying statements, marked from E 4 to E 7, inclusive. Their value is as follows, viz:

Imports.

1. By lake vessels, statement E 4	$8,234,367 00
2. By railroads, statement E 5	10,281,310 70
Total value of imports at Milwaukie in the year 1858.	18,515,677 70

Exports.

1. By lake vessels, statement E 6	$12,232,129 50
2. By railroads, statement E 7	10,601,487 70
Total value of exports from Milwaukie in the year 1858	22,833,616 20

Recapitulation.

1. Value of imports at Milwaukie in the year 1858....	$18,515,677 70
2. Value of exports from Milwaukie in the year 1858..	22,833,616 20
Aggregate value of the imports and exports of Milwaukie in the year 1858	41,349,293 90

E 1.

atement showing the amount of duties on foreign imports collected each month at the port of Milwaukie during the year 1858.

nuary	$70 80
ebruary	4,857 48
arch	10,640 64
pril	3,598 08
ay	2,019 94
ne	8,042 22
ly	28,812 96
gust	10,318 59
ptember	25,422 62
tober	3,399 96
vember	3,655 20
cember	7,917 66
Total amount	108,756 15

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Sup'g Engineer.

)FFICE GENERAL SUPERINTENDENCE, &c.,
Chicago, October 31, 1859.

E 2.

tement showing the amount of tonnage in steam and sail vessels that arrived at and cleared from the port of Milwaukie during the year ending December 31, 1858.

Amount of tonnage in steam vessels arrived.	Amount of tonnage in steam vessels cleared.	Amount of tonnage in sail vessels arrived.	Amount of tonnage in sail vessels cleared.
409,321	406,817	476,179	423,293

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

)FFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

E 3.

Statement showing the enrolled tonnage of the district of Milwaukie December 31, 1858, *as appears from the custom-house record, also the number of vessels that arrived at and cleared from this port during the navigable season of the year* 1858.

Enrolled tonnage December 31, 1858.	Number of barks enrolled.	Number of brigs enrolled.	Number of schooners enrolled.	Number of steam vessels enrolled.	Number of sloops enrolled.	Number of arrivals and departures at the port of Milwaukie.	Tonnage of vessels entered and cleared in 1858.	Average amount of tonnage entered and cleared.	Average amount of arrivals and departures daily.
26,448	2	7	114	5	2	4,142	1,715,610	5,606	14

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

E 4.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Milwaukie, Wisconsin, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples.....barrels...	8,078	$3 00	$24,234 00
Apples, dried.....bushels...	12,946	2 00	25,892 00
Barley .....do.....	21,170	80	16,936 00
Boots and shoes.....cases....	1,904	30 00	57,120 00
Bricks.....M.....	45	6 00	270 00
Butter.....pounds...	1,950	20	390 00
Buckets.....number...	1,084	50	542 00
Cedar posts.....do.....	69,420	6	4,165 20
Candles, tallow.....boxes....	844	3 00	2,532 00
Car wheels.....number...	1,208	5 00	6,040 00
Chair stuff.....bundles...	5,199	10 00	51,990 00
Chairs.....number...	100	1 00	100 00
Cheese.....pounds...	14,963	10	1,496 30
Cider.....barrels...	98	6 00	588 00
Coal.....tons.....	11,763	6 00	70,578 00
Corn.....bushels...	1,050	60	630 00
Crockery.....crates....	110	100 00	11,000 00
Clothes-pins.....boxes ...	400	4 00	1,600 00
Cement.....barrels...	383	4 00	1,532 00

E 4—Continued.

Articles.	Quantity.	Price of each.	Value.
.....tons.....	25	$20 00	$500 00
.....barrels...	113	10 00	1,130 60
.....dozen....	1,196	10	119 60
rrels.....number...	8,658	1 00	8,658 08
.....barrels...	2,209	6 00	13,254 00
.....do.....	12	5 00	60 00
cellaneous.....bushels...	5,061	1 00	5,061 00
(estimated).....packages..	918	10 00	9,180 00
.....M.....	45	20 00	900 00
orted.....boxes....	2,535	5 00	12,675 00
.....bushels...	126	2 00	252 00
es.....tons.....	87	30 00	26 10
.....boxes....	191	5 00	955 00
.....barrels...	526	20 00	10,520 00
.....number...	1,866	7 00	13,062 00
.....barrels...	9,576	10 00	95,760 00
s.....M.....	11	10 00	110 00
.....number...	301	100 00	30,100 00
.....tons.....	108	90 00	9,720 00
.....do.....	130	45 00	5,850 00
ad chairs.....bundles...	465	80 00	37,200 00
ad.....tons.....	1,304	60 00	78,240 00
.....M.....	6,219	2 00	12,438 00
.....rolls.....	2,173	30 00	65,190 00
.....barrels...	581	10 00	5,810 00
.....do.....	1,919	1 00	1,919 00
ine.....M feet...	46,517	10 00	465,170 00
.....tons.....	135	100 00	13,500 00
.....do.....	10	100 00	1,000 00
se.....do.....	21,160	300 00	6,348,000 00
.....hogsheads.	20	40 00	800 00
.....barrels...	1,277	16 00	20,432 00
.....kegs....	21,572	4 00	86,288 00
.....bushels...	275	50	137 50
.....barrels...	105	40 00	4,200 00
.....dozen....	2,122	2 00	4,244 00
.....bushels...	1,205	1 00	1,205 00
.....barrels...	2,402	3 00	7,206 00
.....do.....	171	15 00	2,565 00
.....bushels...	1,170	50	585 00
.....M.....	147	10 00	1,470 00
.....bales.....	7	25 00	175 00
.....number...	9,600	50	4,800 00
.....do.....	150	100 00	15,000 00
.....bushels...	1,400	1 00	1,400 00
.....barrels...	80,911	2 00	161,822 00
.....bags....	40,545	20	8,109 00
.....number...	180	3 00	540 00
.....do.....	100	10 00	1,000 00
.....M.....	14,262	3 00	42,786 00
.....number...	42	60 00	2,520 00
.....boxes....	345	3 00	1,035 00
.....do.....	1,496	3 00	4,488 00
headings.....M.....	14	10 00	140 00
nes.....number...	5	3,000 00	15,000 00
.....cords....	566	7 00	3,941 00
.....tons.....	359	100 00	35,900 00
(estimated).....packages..	2,139	10 00	21,390 00
.....hogsheads.	372	80 00	29,760 00
.....barrels...	1,810	30 00	54,300 00
.....do.....	193	40 00	7,720 00
machines.....number...	90	150 00	13,500 00

E 4—Continued.

Articles.	Quantity.	Price of each.	Value.
Tobacco.....pounds...	89,972	$0 20	$17,994 40
Tubs.....dozen ...	183	6 00	1,098 00
Tea, chests.....number...	1,018	50 00	50,000 00
Turpentine.....barrels...	28	40 00	1,120 00
Vinegar.....do.....	281	10 00	2,810 00
Wagons.....number...	110	50 00	5,500 00
Washboards.....dozen....	462	3 00	1,386 00
Wheat.....bushels...	17,600	1 00	17,600 00
White lead.....tons.....	142	200 00	28,400 00
Wood.....cords....	7,367	3 00	22,101 00
Wool.....pounds...	8,800	40	3,520 00
Wheelbarrows.....number...	300	3 00	900 00
Total.....	.....	.....	8,234,367 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

E 5.

nt of the quantity and value of articles of merchandise received ilroad at Milwaukie (Wisconsin) station, during the year ending ıber 31, 1858.

Articles.	Quantity.	Price of each.	Value.
al implements.....tons.....	87	$100 00	$8,700 00
t.....do.....	384	100 00	38,400 00
.....bushels...	159,673	80	127,738 40
.....do.....	2,664	2 00	3,328 00
.....barrels...	239	6 00	1,434 00
.....M.....	2,800	6 00	16,800 00
.....dozens...	2,051	2 00	4,102 00
n.....bales....	49	50 00	2,450 00
.....pounds...	349,929	20	69,985 80
.....number...	4,451	30 00	133,530 00
.....bushels...	106,821	60	64,092 60
s.....barrels...	9,640	10 00	96,400 00
.....dozens...	208,586	10	20,858 60
rrels.....number...	2,273	1 00	2,273 00
.....barrels...	186,129	4 00	744,516 00
(estimated).....packages...	4,688	10 00	46,880 00
ls.....bushels...	9,291	2 00	18,582 00
.....number...	5,486	2 00	10,972 00
.....tons.....	144	10 00	1,440 00
.....number...	40,618	6 00	243,708 00
s.....barrels...	2,382	10 00	23,820 00
.....bales....	845	50 00	42,250 00
s.....M.....	428	10 00	4,280 00
.....number...	107	100 00	10,700 00
ed.....do.....	29,987	12 00	359,844 00
e.....do.....	6,165	12 00	73,980 00
.....tons.....	99	90 00	8,910 00
.....do.....	374	40 00	14,960 00
.....barrels...	10,482	40 00	419,280 00
ak.....M feet...	909	12 00	10,908 00
ise.....tons.....	9,144	300 00	2,743,200 00
.....do.....	279	20 00	5,580 00
.....bushels...	662,470	50	331,235 00
.....do.....	283	1 00	283 00
.....tons.....	113	30 00	3,390 00
.....barrels...	3,934	15 00	59,010 00
.....bushels...	46,521	50	23,260 50
.....number...	1,138	3 00	3,414 00
.....do.....	117	120 00	14,040 00
.....bushels...	21,656	1 00	21,656 00
.....number...	2,230	3 00	6,690 00
(estimated).....packages...	13,424	10 00	134,240 00
.....barrels...	1,586	40 00	63,440 00
.....bushels...	4,126,177	1 00	4,126,177 00
.....pounds...	301,432	40	120,572 80
al.....	.....	.....	10,281,310 70

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

General Superintendence, &c., *Chicago, October* 31, 1859.

E 6.—*Statement of the quantity and value of articles of merchandise shipped by lake vessels f port of Milwaukie, Wisconsin, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Valu
Apples ..... barrels...	257	$3 00	$
Ashes, pot ..... tons.....	238	300 00	23,
Barley ..... bushels...	56,451	80	45,
Beans ..... do.....	463	2 00	
Beer ..... barrels...	17,391	6 00	104,
Boots and shoes ..... cases....	132	30 00	3,
Bricks ..... M.....	287	6 00	1,
Butter ..... pounds...	106,350	20	21,
Candles, tallow ..... do.....	300	10	
Castings ..... tons.....	180	100 00	18
Cheese ..... pounds...	18,000	10 00	1
Coal ..... tons.....	32	6 00	
Coffee ..... pounds...	4,700	15	
Dry goods, (estimated) ..... packages...	928	10 00	9
Eggs ..... dozens...	1,450	10	
Empty barrels ..... number...	11,204	1 00	11
Fish ..... barrels...	800	7 00	5
Flour ..... do.....	267,787	4 00	1,151
Feed meal ..... tons.....	145	20 00	2
Furniture, (estimated) ..... packages...	1,747	10 00	17
Grass seeds ..... bushels...	8,928	2 00	17
Hams ..... barrels...	3,107	20 00	62
Hay ..... tons.....	914	10 00	9
Hides ..... number...	21,846	7 00	152
Hops ..... bales....	71	50 00	3
Iron ..... tons....	513	90 00	46
Iron, railroad chairs ..... bundles...	19	100 00	1
Iron, railroad ..... tons.....	514	60 00	30
Lard ..... barrels...	919	40 00	36
Leather ..... rolls.....	558	30 00	16
Liquors ..... barrels...	191	20 00	3
Lumber, pine ..... M feet...	800	10 00	8
Malt ..... bushels...	2,170	1 00	2
Merchandise ..... tons.....	2,345	300 00	703
Molasses ..... barrels...	40	16 00	
Nails ..... kegs....	2,140	4 00	8
Oats ..... bushels...	556,584	50	278
Oils ..... barrels...	127	40 00	5
Pails ..... dozens...	182	2 00	
Pork ..... barrels...	7,604	15 00	114
Potatoes ..... bushels...	3,906	50	1,
Pelts ..... bales....	647	50 00	32
Rags ..... tons.....	160	30 00	4,
Salt ..... barrels...	2,586	2 00	5
Shingles ..... M.....	900	3 00	2
Soap ..... boxes....	1,310	3 00	3
Spikes, railroad ..... tons.....	40	100 00	4
Starch ..... boxes....	160	3 00	
Stone ware ..... gallons measure...	1,639	10	
Sugar ..... barrels...	463	30 00	1
Tallow ..... do.....	1,609	40 00	6
Tobacco ..... pounds...	19,874	20	
Tubs ..... dozens...	112	6 00	
Vinegar ..... barrels...	347	10 00	
Wheat ..... bushels...	8,994,176	1 00	8,9
Whisky ..... barrels...	1,896	10 00	1
Wool ..... pounds...	385,360	40	15
Total			12,23

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engi

Office General Superintendence, &c., *Chicago, October* 31, 1859.

E 7.

nt of the quantity and value of articles of merchandise sent by oad from Milwaukie, Wisconsin, during the year ending Decem- 1, 1858.

Articles.	Quantity.	Price of each.	Value.
ıral implements.....tons.....	515	$100 00	$51,500 00
.....barrels...	3,457	3 00	10,371 00
.....pounds...	129,025	10	12,902 50
.....bushels...	6,727	80	5,381 60
.....barrels...	4,444	6 00	26,664 00
.....M.....	6,369	6 00	38,214 00
.....pounds...	25,508	20	5,101 60
.....tons.....	207	7 00	1,449 00
ries.....barrels...	2,574	10 00	25,740 00
.....do.....	10,901	4 00	43,604 00
.....boxes....	5,678	4 00	22,712 00
der.....kegs.....	3,401	20 00	68,020 00
.....number...	14,197	6 00	85,182 00
.....do.....	94	100 00	9,400 00
.....tons.....	1,794	90 00	161,460 00
lroad chairs.....bundles...	123	100 00	12,300 00
lroad.....tons.....	791	60 00	47,460 00
.....barrels...	257	40 00	10,280 00
....M.....	1,778	2 00	3,556 00
.....rolls.....	341	20 00	6,820 00
.....barrels...	5,460	1 00	5,460 00
pine.....M.....	19,187	10 00	191,870 00
.....bushels...	34,064	1 00	34,064 00
ry.....tons.....	3,272	200 00	654,400 00
dise.....do.....	25,728	300 00	7,718,400 00
.....bushels...	5,483	50	2,741 50
.....dozens...	197	2 00	394 00
.....barrels...	6,270	3 00	18,810 00
.....do.....	1,260	15 00	18,900 00
.....bushels...	3,401	50	1,700 50
....number...	410	120 00	49,200 00
.....barrels...	47,287	2 00	94,574 00
.....number...	412	3 00	1,236 00
.....M.....	10,802	3 00	32,406 00
.....boxes....	1,974	3 00	5,922 00
.....tons.....	986	100 00	98,600 00
(estimated).....packages...	48,963	10 00	489,630 00
.....barrels...	9,872	30 00	296,160 00
.....pounds...	86,414	20	17,282 80
.....dozens...	48	6 00	288 00
.....barrels...	910	10 00	9,100 00
.....do.....	18,327	10 00	183,270 00
.....pounds..	54,563	40	21,825 20
ne.....barrels...	1,784	4 00	7,136 00
tal.....	.....	.....	10,601,487 70

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

7. SHEBOYGAN HARBOR, WISCONSIN.

My previous annual reports give full information concerning this harbor. The estimate for its completion calls for an appropriation of $36,614 55. This estimate is here renewed. Reference may be made to page 1159 of H. R. Ex. Doc. No. 2, of the 35th Congress, second session, and to the preceding reports therein mentioned. The accompanying statement, F 1, shows the number of steam and sail vessels that arrived at and cleared from the port of Sheboygan in the year 1858; also, the amount of tonnage, both in steam and sail vessels, which arrived and cleared there during that year. The amount and value of the commerce of Sheboygan for the year 1858 are shown by the accompanying statements, marked F 2 and F 3. Their value is as follows, viz:

Imports by lake vessels (statement F 2).....	$654,499 00
Exports by lake vessels (statement F 3).....	347,727 00
Aggregate value of the imports and exports of Sheboygan, gan, Wisconsin, in the year 1858.....	1,002,226 00

F 1.

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Sheboygan during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
547	232,547	523	223,523	370	92,548	366	91,427

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE &c., *Chicago, October* 31, 1859.

F 2.

nt of the quantity and value of articles of merchandise received ke vessels at the port of Sheboygan, Wisconsin, during the year g December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	1,156	$3 00	$3,468 00
.....do.....	15	40 00	600 00
.....cords....	264	6 00	1,584 00
fluid.....barrels...	27	40 00	1,080 00
.....tons.....	384	6 00	2,304 00
.....bushels...	2,080	60	1,248 00
.....crates....	16	100 00	1,600 00
arrels.....number...	1,594	1 00	1,594 00
', (estimated) .....packages...	2,927	10 00	29,270 00
.....boxes....	1,428	3 00	4,284 00
.....tons.....	139	300 00	41,700 00
es.....barrels...	150	10 00	1,500 00
.....number...	32	100 00	3,200 00
.....tons.....	127	90 00	11,430 00
.....M.....	117	2 00	234 00
.....rolls.....	116	40 00	3,480 00
.....barrels...	27	10 00	270 00
pine .....M feet...	677	12 00	8,124 00
line .....tons.....	1,282	300 00	384,600 00
line .....packages...	6,987	10 00	69,870 00
.....kegs.....	1,391	4 00	5,564 00
.....barrels...	28	40 00	1,120 00
.....do.....	480	3 00	1,440 00
.....do.....	3,360	2 00	6,720 00
.....M.....	267	3 00	801 00
ilroad.....tons.....	29	100 00	2,900 00
.....boxes...	462	3 00	1,386 00
(estimated).....packages...	2,270	10 00	22,700 00
.....hogheads...	20	80 00	1,600 00
.....barrels...	475	30 00	14,250 00
; machines.....number...	20	150 00	3,000 00
.....do.....	153	50 00	7,650 00
.....barrels...	109	10 00	1,090 00
d.....tons.....	19	200 00	3,800 00
.....cords ...	14	2 00	28 00
.....barrels...	224	40 00	8,960 00
al.....	.....	.....	654,449 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

F 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Sheboygan, Wisconsin, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	910	$3 00	$2,730 00
Barrels ..... number...	8,654	1 00	8,654 00
Bark ..... cords....	264	5 00	1,320 00
Bedsteads	520	5 00	2,600 00
Beef ..... barrels...	140	10 00	1,400 00
Beer ..... do.....	6,170	6 00	37,020 00
Butter ..... pounds...	25,561	15	3,834 15
Burning fluid ..... barrels...	15	30 00	450 00
Cattle ..... number...	16	30 00	480 00
Chair stuff ..... bundles...	2,830	10 00	28,300 00
Eggs ..... dozens...	2,140	10	214 00
Fish ..... barrels...	1,695	6 00	10,170 00
Fish, fresh ..... pounds...	12,374	5	618 70
Flour ..... barrels...	15,942	4 00	63,768 00
Grass seeds ..... bushels...	1,228	2 00	2,456 00
Hides ..... number...	14,476	6 00	86,856 00
Hoops ..... M.....	46	10 00	460 00
Hops ..... bales....	15	40 00	600 00
Leather ..... rolls.....	205	20 00	4,100 00
Lumber, pine ..... M feet...	288	10 00	2,880 00
Merchandise ..... tons.....	27	300 00	8,100 00
Paper rags ..... do.....	5	60 00	300 00
Rye ..... bushels...	2,542	1 00	2,542 00
Square timber ..... M feet...	250	12 00	3,000 00
Sundries, (estimated) ..... packages...	1,706	10 00	17,060 00
Wheat ..... bushels...	46,945	1 00	46,945 00
Whisky ..... barrels...	70	10 00	700 00
Wood ..... cords....	5,085	2 00	10,170 00
Total	.....	.....	347,727 85

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

8. MANITOWOC HARBOR, WISCONSIN.

The estimate for the completion of this harbor, as heretofore rendered in full detail of items, is $62,780 94. I beg leave to renew it here, and to refer to my previous reports contained in Senate Ex. Doc. No. 16 of the 34th Congress, 3d session, and No. 42 of the 35th Congress, 1st session. The amount and value of the commerce of Manitowoc for the year 1858 are shown in the accompanying statements, marked G 1 and G 2. Its value is as follows, viz:

Imports by lake vessels (statement G 1)	$383,678 80
Exports by lake vessels (statement G 2)	607,616 06
Aggregate value of the imports and exports of Manitowoc in the year 1858	991,294 86

arge quantity of agricultural produce is wagoned from the back
y and shipped thence to other ports. The piers for this harbor
ommenced in the year 1854, and extended as far as the limited
priation of 1852 allowed, which was not far enough to be of any
cal benefit to the harbor. It is, however, a good beginning upon
. to extend the work when means shall be granted for that object.

G 1.

nent of the quantity and value of articles of merchandise received ake vessels at the port of Manitowoc, Wisconsin, during the year ing December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	384	$3 00	$1,152 00
dried.....bushels...	1,972	2 00	3,944 00
stimated).....barrels...	217	10 00	2,170 00
id shoes.....cases....	138	30 00	4,140 00
, tallow.....pounds...	1,970	10	197 00
.....tons.....	208	6 00	1,248 00
.....bushels...	2,960	60	1,776 00
y..... .....crates...	9	100 00	900 00
....barrels...	275	6 00	1,650 00
al.....tons.....	27	20 00	540 00
re, (estimated).....packages...	1,037	10 00	10,370 00
.....boxes...	286	2 00	572 00
nes.....tons.....	6	30 00	180 00
....number...	3,460	2 00	6,920 00
nes .....barrels...	97	10 00	970 00
dise..... .....tons.....	938	300 00	281,400 00
s.....barrels...	384	16 00	6,144 00
.....kegs....	429	4 00	1,716 00
.....barrels...	138	3 00	414 00
.....do.....	415	15 00	6,225 00
.....do.....	6,170	2 00	12,340 00
.....bags....	10,080	20	2,016 00
....boxes....	2,917	3 00	8,751 00
.....tons.....	32	100 00	3,200 00
s, (estimated).....packages...	416	10 00	4,160 00
.....barrels...	421	30 00	12,630 00
o.....pounds...	1,714	20	342 80
s..... .....number...	37	50 00	1,850 00
oards.....dozens...	97	3 00	291 00
ey.....barrels...	267	10 00	2,670 00
lead.....tons.....	14	200 00	2,800 00
Total.....	.....	.....	383,678 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICS GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

G 2.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Manitowoc, Wisconsin, during the year ending December 31, 1858,

Articles.	Quantity.	Price of each.	Value.
Bark.....cords....	918	$5 00	$4,590 00
Cedar posts.....number...	142,986	6	8,579 16
Chair stuff.....bundles...	291	10 00	2,910 00
Cranberries.....barrels...	185	10 00	1,850 00
Flour barrels.....number...	3,861	50	1,930 50
Furniture, (estimated).....packages...	417	10 00	4,170 00
Household furniture, (estimated).....do.....	391	20 00	7,820 00
Horses.....number...	6	100 00	600 00
Laths.....M.....	8,136	1 00	8,136 00
Lumber, pine.....M feet...	18,022	10 00	180,220 00
Merchandise.....tons.....	121	300 00	36,300 00
Potatoes.....bushels...	9,183	50	4,591 50
Pickets.....M.....	226	10 00	2,260 00
Shingles.....do.....	109,342	3 00	328,026 00
Wood.....cords...	7,817	2 00	15,634 00
Total.....	.....	.....	607,616 16

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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9. MICHIGAN CITY BREAKWATER, INDIANA.

This is the only point on the lake within the State of Indiana which has been proposed for improvement by the United States. For full information respecting the nature of the proposed work and the estimate of cost, I beg leave to refer to my previous reports printed in part 2 of Senate Ex. Doc. No. 16 of the 34th Congress, 3d session, at pages 344 to 378; and in H. R. Ex. Doc. No. 2 of the 35th Congress, 2d session, part 3.

The estimate for the construction of this breakwater of a capacity to make it a safe refuge from the northerly and northeasterly lake storms, both for our navy in times of war, and for the mercantile marine in time of peace, is $384,376 50.

The accompanying statement, marked H 1, shows the number of vessels and the amount of tonnage which arrived at and departed from Michigan City, in the year 1858.

The amount and value of the imports and exports of agricultural products and articles of commerce at Michigan City, in the year 1858, will be seen by reference to the accompanying statements, marked from H 2 to H 5, inclusive.

Their value is as follows, viz:

Imports.

1. By lake vessels (statement H 2)	$54,113 60
2. By railroads (statement H 3)	4,221,007 55
Total value of imports in 1858	4,275,121 15

Exports.

1. By lake vessels (statement H 4)	$79,931 40
2. By railroads (statement H 5)	1,314,777 30
Total value of exports	1,394,708 70

Recapitulation.

1. Value of (imports in 1858)	$4,275,121 15
2. Value of (exports in 1858)	1,394,708 70
Aggregate value of imports and exports in 1858	5,669,829 85

H 1.

Statement of the number and tonnage of the sail vessels that arrived at and cleared from the port of Michigan City during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
52	4,614	48	4,574

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

H 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Michigan City, Indiana, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark ..... cords....	69	$6 00	$414 00
Coal ..... tons.....	18	7 00	126 00
Fish ..... barrels...	433	6 00	2,598 00
Lime ..... do.....	136	1 00	136 00
Lumber, pine ..... M feet...	118	12 00	1,416 00
Merchandise ..... tons.....	147	300 00	44,100 00
Plaster ..... barrels...	39	3 00	117 00
Salt ..... do.....	1,875	2 00	3,750 00
Salt ..... bags.....	328	20	65 60
Shingles ..... M.....	205	4 00	820 00
Shingle bolts ..... cords....	53	7 00	371 00
White lead ..... tons.....	1	200 00	200 00
Total	.....	.....	54,113 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

H 3.

Statement of the quantity and value of articles of merchandise received by railroad at Michigan City station during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	1,281	$3 00	$3,843 00
Barley ..... bushels...	9,160	80	7,328 00
Beans ..... do.....	1,506	1 00	1,506 00
Beef ..... barrels...	2,418	10 00	24,180 00
Beer ..... do.....	314	6 00	1,884 00
Boots and shoes ..... cases....	196	30 00	5,880 00
Brooms ..... dozens...	75	2 00	150 00
Butter ..... pounds...	43,819	15	6,572 85
Candy ..... boxes...	101	3 00	303 00
Carpeting ..... bales...	11	100 00	1,100 00
Cheese ..... pounds...	4,183	10	418 30
Coffee ..... do.....	41,930	15	6,289 50
Cranberries ..... barrels...	127	10 00	1,270 00
Dry goods, (estimated) ..... packages...	103	50 00	5,150 00
Fish ..... barrels...	137	6 00	822 00
Flour ..... do.....	15,301	4 00	61,204 00
Fruit, miscellaneous ..... bushels...	214	1 00	214 00
Glass ..... boxes...	509	3 00	1,527 00
Grass seeds ..... bushels...	3,481	2 00	6,962 00
Groceries ..... tons.....	145	300 00	43,500 00
Hams ..... barrels...	916	20 00	18,320 00
Hats ..... boxes...	127	30 00	3,810 00
Hides ..... number...	21,460	6 00	128,760 00

H 3—Continued.

Articles.	Quantity.	Price of each.	Value.
...M.....	1,389	$10 00	$13,890 00
...ehold furniture, (estimated).....packages...	1,515	10 00	15,150 00
..., alive.....number...	7,317	15 00	109,755 00
safes..... .do.....	3	200 00	600 00
oil.....barrels...	14	40 00	560 00
ors.....do.....	41	10 00	410 00
ber, oak .....M feet...	1,210	10 00	12,100 00
.....bushels...	1,512	1 00	1,512 00
handise.....tons.....	11,128	300 00	3,338,400 00
feed .....do.....	514	20 00	10,280 00
ases ....barrels...	141	16 00	2,256 00
....kegs....	716	4 00	2,864 00
.....bushels...	121,490	50	60,745 00
ers .....half-gallon cans...	7,803	1 00	7,803 00
.....tierces....	1,460	15 00	21,900 00
oes.....bushels...	2,464	30	739 20
.....do.....	1,509	1 00	1,509 00
p.....number...	1,409	3 00	4,227 00
r.....hogsheads...	123	80 00	9,840 00
r .....barrels...	405	25 00	10,125 00
ons.....number...	137	50 00	6,850 00
at.....bushels...	247,863	1 00	247,863 00
d.....cords....	2,471	2 00	4,942 00
l.....pounds...	18,979	30 00	5,693 70
Total.....	.....	.....	4,221,007 55

J. D. GRAHAM,
Major. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

FICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

H 4.

ement of the quantity and value of articles of merchandise shipped f lake vessels from the port of Michigan City, Indiana, during the ear ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	52,144	$0 60	$31,286 40
y barrels .....number...	8,913	1 00	8,913 00
.....barrels...	218	4 00	872 00
wines.....do.....	50	10 00	500 00
-poles .....M.....	1,728	10 00	17,280 00
feed.....tons.....	383	20 00	7,660 00
nd cherry lumber .....M feet...	34	20 00	680 00
.....bushels...	24,400	50	12,200 00
d.....cords....	270	2 00	540 00
Total.....	.....	.....	79,931 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

FICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

H 5.

Statement of the quantity and value of articles of merchandise sent by railroad from Michigan City, Indiana, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Beans.....bushels...	1,917	$1 00	$1,917 00
Beef.....barrels...	2,844	10 00	28,440 00
Butter.....pounds...	91,612	15	13,741 80
Cattle.....number...	611	30 00	18,330 00
Cider.....barrels...	26	5 00	135 00
Corn.....bushels...	132,184	60	79,310 40
Crockery.....crates...	6	100 00	600 00
Dry goods, (estimated).....packages...	2,179	20 00	43,580 00
Eggs.....dozens..	88,742	10	8,874 20
Flour.....barrels...	19,828	4 00	79,312 00
Feed meal.....tons.....	129	20 00	2,580 00
Groceries.....do.....	417	300 00	125,100 00
Hams.....number...	6,948	2 00	13,896 00
Hides.....do.....	11,715	6 00	70,290 00
Hogs, alive.....do.....	15,843	15 00	237,645 00
Iron.....tons.....	9	90 00	810 00
Lime.....barrels...	297	1 00	297 00
Merchandise.....tons.....	876	300 00	262,800 00
Oak and cherry lumber.....M feet...	268	20 00	5,360 00
Pails.....dozens...	286	2 00	572 00
Plaster.....barrels...	515	3 00	1,545 00
Potatoes.....bushels...	24,377	50	12,188 50
Reapers.....number...	103	150 00	15,450 00
Salt.....barrels...	1,612	2 00	3,224 00
Sheep.....number...	492	3 00	1,476 00
Shingles.....M.....	183	3 00	549 00
Sundries, (estimated).....packages...	4,083	10 00	40,830 00
Sugar.....barrels...	294	25 00	7,350 00
Tobacco.....pounds...	1,316	20	263 20
Wheat.....bushels...	204,176	1 00	204,176 00
Wool.....pounds...	113,784	30	34,135 20
Total.....	.....	.....	1,314,777 30

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

10. NEW BUFFALO HARBOR, MICHIGAN.

For information in relation to this harbor and the proposed improvements, I beg leave to refer to my annual report for 1857, printed in Senate Ex. Doc. No. 42 of the Thirty-fifth congress, first session, at pp. 74 to 82. Two estimates were therein presented, one marked C 1, was for a harbor of a capacity limited to suit the present wants for the local trade and the smaller class of vessels, amounting to $98,113 47; the other, marked C 2, was for a harbor of greater capacity, such as would be suited to the accommodation of the largest class of mercantile vessels navigating Lake Michigan, amounting to the sum of $167,607 79.

I beg leave here to renew the views contained in that report for consideration. The accompanying statements, marked I 1, I 2, and I 3, show the amount of the imports and exports at New Buffalo for the year 1858, and their value, which is as follows, viz:

Imports by railroad (statement I 1)	$68,594 60
Exports 1. By lake vessels (statement I 2)	78,552 00
2. By railroads (statement I 3)	441,462 70
Aggregate value of the imports and exports of New Buffalo in 1858	588,609 30

The map, marked G No. 55, now in the Topographical Bureau, and also in the archives both of the Senate and House of Representatives, laid down from a very minute and careful survey, made under my direction in September, 1857, will serve to show the character of the locality here proposed to be improved. The completion of this survey exhausted the balance of the small appropriation of 1852 for this improvement. A quantity of materials, however, remained on hand here awaiting the approval of the plan proposed for the work and the appropriation of the necessary means for carrying it out. These materials were procured in 1852 and 1853, out of the small appropriation of the first-named year. They were retained until the past summer (1859) when, finding they were deteriorating so much from age, especially the timber and iron, that they would become unfit for use if retained longer, they were, in pursuance of regulations, transferred to another government work, namely, the new Chicago light-house construction, at a fair valuation under a survey, and the proceeds accounted for in my accounts rendered to the Third Auditor of the Treasury.

I 1.

Statement of the quantity and value of articles of merchandise received by railroad at New Buffalo, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Axes.....boxes....	13	$12 00	$156 00
Beef.....barrels...	50	10 00	500 00
Butter.....pounds...	817	15	122 55
Cider.....barrels...	16	5 00	80 00
Coffee.....pounds...	407	15	61 05
Cornmeal.....bushels...	384	1 00	384 00
Crockery.....crates....	2	100 00	200 00
Dry goods, (estimated).....packages...	214	20 00	4,280 00
Flour.....barrels...	735	4 00	2,940 00
Glass.....boxes....	84	3 00	252 00
Hams.....number...	1,041	2 00	2,082 00
Hats.....boxes....	12	30 00	360 00
Highwines.....barrels...	6	10 00	60 00
Household furniture, (estimated).....packages...	57	10 00	570 00
Hogs, killed.....number...	119	15 00	1,785 00
Iron.....tons	3	90 00	270 00
Lard oil.....barrels...	21	40 00	840 00
Lumber, pine.....M feet...	518	10 00	5,180 00
Lumber, oak.....do.....	328	10 00	3,280 00
Lumber, cabinet.....do.....	416	20 00	8,320 00
Merchandise.....tons.....	101	300 00	30,300 00
Molasses.....hogsheads..	16	40 00	640 00
Molasses.....barrels...	12	16 00	192 00
Nails.....kegs....	64	4 00	256 00
Oysters.....half-gallon cans...	210	1 00	210 00
Pork.....barrels...	19	15 00	285 00
Rice.....do.....	4	50 00	200 00
Salt.....do.....	217	2 00	434 00
Soap.....boxes....	55	3 00	165 00
Sugar.....hogsheads..	12	80 00	960 00
Sugar.....barrels...	20	25 00	500 00
Timber, oak.....M. feet...	217	10 00	2,170 00
Whisky.....barrels...	41	10 00	410 00
Wine.....do.....	3	50 00	150 00
Total.....	.....	.....	68,594 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

I 2.—*Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of New Buffalo, Michigan, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Chair stuff.....bundles...	1,912	$10 00	$19,120 00
Empty barrels.....number...	1,208	1 00	1,208 00
Hoops.....M.....	1,285	10 00	12,850 00
Lumber, oak.....M feet...	719	10 00	7,190 00
Lumber, cabinet.....do.....	528	20 00	10,560 00
Railroad ties.....number...	19,180	40	7,672 00
Spokes.....M.....	127	12 00	1,524 00
Staves and headings.....do.....	196	10 00	1,960 00
Wood.....cords....	8,234	2 00	16,468 00
Total.....	.....	.....	78,552 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

I 3.—*Statement of the quantity and value of articles of merchandise sent by railroad from New Buffalo, Michigan, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark.....cords.....	1,612	$5 00	$8,060 00
Butter.....pounds...	19,160	15	2,874 00
Cattle.....number...	16	30 00	480 00
Chair stuff.....bundles...	17,614	10 00	176,140 00
Cranberries.....barrels...	183	10 00	1,830 00
Dry goods, (estimated).....packages.	114	20 00	2,280 00
Eggs.....dozens...	63,922	10	6,392 20
Feathers.....pounds...	415	50	207 50
Furniture, (estimated).....packages.	101	10 00	1,010 00
Groceries.....tons.....	4	300 00	1,200 00
Hides.....number...	314	6 00	1,884 00
Horses.....do.....	7	100 00	700 00
Lumber, oak.....M feet...	5,194	10 00	51,940 00
Lumber, cabinet.....do.....	871	20 00	17,420 00
Merchandise.....tons....	27	300 00	8,100 00
Oak staves.....M.....	161	10 00	1,610 00
Potatoes.....bushels...	9,174	50	4,587 00
Ship knees.....number...	263	10 00	2,630 00
Shingle bolts.....cords.....	918	8 00	7,344 00
Spokes.....M.....	4,486	10 00	44,860 00
Timber, oak.....M. feet...	912	10 00	9,120 00
Willow ware.....packages.	5,117	10 00	51,170 00
Wooden ware.....do.....	19,812	2 00	39,624 00
Total.....	.....	.....	441,462 70

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col. Superintending Engineer

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

11. ST. JOSEPH HARBOR, MICHIGAN.

The dilapidated condition of the works for the protection of this harbor has been fully represented in my recent reports, and the means for repairing them urgently called for. If not speedily granted, the harbor will be ruined. The estimates heretofore presented, in full detail, are now renewed. They amount to the sum of $97,633 91.

The accompanying statement, marked K 1, shows the number of arrivals and clearances of steam and sail vessels, together with the amount of tonnage, which thus arrived and cleared at the port of St. Joseph, in the year 1858.

Statements K 2 and K 3 show the amount and value of the commerce of St. Joseph for the year 1858. Its value is as follows, viz:

Imports by lake vessels (statement K 2)	$240,802 00
Exports by lake vessels (statement K 3)	622,252 30
Aggregate value of the imports and exports of St. Joseph in the year 1858	863,054 30

A new light-house has been constructed the present year at St. Joseph.

K 1

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of St. Joseph during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
70	24,683	70	24,683	514	53,671	508	52,816

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

K 2.

ent of the quantity and value of articles of merchandise received ike vessels at the port of St. Joseph, Michigan, during the year ng December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
stimated).....barrels...	119	$10 00	$1,190 00
.....barrels...	49	10 00	490 00
od shoes.....cases....	122	30 00	3,660 00
.....barrels...	13	50 00	650 00
.....boxes....	318	3 00	954 00
.....pounds...	612	10	61 20
.....do.....	8,236	15	1,235 40
ds, (estimated)..... .....packages.	261	20 00	5,220 00
al, (shorts).....tons.....	93	10 00	930 00
re, (estimated).....packages.	381	10 00	3,810 00
.....boxes....	164	3 00	492 00
.....number...	622	2 00	1,244 00
.....boxes....	13	30 00	390 00
.....tons.....	21	90 00	1,890 00
.....barrels...	33	40 00	1,320 00
.....barrels...	186	40 00	7,440 00
dise .....tons.....	578	300 00	173,400 00
s .....barrels...	28	16 00	448 00
.....kegs....	316	4 00	1,264 00
.....bushels...	2,836	50	1,418 00
.....barrels...	27	3 00	81 00
.....do.....	216	15 00	3,240 00
.....do.....	4,182	2 00	8,364 00
.....bags....	972	20	194 40
.....boxes...	271	3 00	813 00
.....do.....	284	3 00	852 00
.....tons....	16	100 00	1,600 00
.....barrels...	461	30 00	13,830 00
.....number...	46	50 00	2,300 00
ards.....dozens...	17	3 00	51 00
.....barrels...	197	10 00	1,970 00
otal.....	.....	.....	240,802 00

J. D. GRAHAM
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

K 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of St. Joseph, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	917	$2 00	$1,834 00
Ashes, pot ..... tons....	16	100 00	1,600 00
Chair stuff ..... bundles...	5,874	10 00	58,740 00
Empty barrels ..... number...	13,811	1 00	13,811 00
Fish ..... barrels...	612	6 00	3,672 00
Fruit, miscellaneous ..... bushels...	7,239	1 00	7,239 00
Hides ..... number...	1,872	6 00	11,232 00
Hoops ..... M.....	1,796	10 00	17,960 00
Household furniture, (estimated) ..... packages.	762	10 00	7,620 00
Lumber, pine ..... M feet....	7,068	10 00	70,680 00
Lumber, oak ..... do.....	3,472	12 00	41,664 00
Lumber, cabinet ..... do.....	11,982	20 00	239,640 00
Lumber, cherry ..... do.....	192	20 00	384 00
Peaches, dried ..... bushels...	718	2 00	1,436 00
Peaches, green ..... do.....	13,841	2 00	27,682 00
Potatoes ..... bushels...	84,927	50	42,463 50
Railroad ties ..... number...	43,962	40	17,584 80
Spokes ..... M.....	246	12 00	2,952 00
Timber, pine ..... M feet....	392	10 00	3,920 00
Timber, oak ..... do.....	761	10 00	7,610 00
Wheat ..... bushels...	4,186	1 00	4,186 00
Wood ..... cords....	22,981	2 00	45,962 00
Total	.....	.....	622,252 30

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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12. BLACK LAKE HARBOR, MICHIGAN.

My annual report for the year 1857, printed at pp. 84 to 89 of Senate Ex. Doc. No. 42 of the Thirty-fifth Congress, first session, contains the necessary information and estimates in relation to this harbor. The amount required to complete the improvement according to the estimates given therein, in full detail of all the items of cost, is $128,343 02.

The accompanying statement, marked L 1, shows the number of arrivals and departures of vessels, together with the amount of tonnage, which arrived and cleared at the harbor of Black Lake in the year 1858.

Statements L 2 and L 3 show the amount and value of the commerce of Black Lake harbor, Michigan, for the year 1858, as follows, viz:

Imports by lake vessels (statement L 2)	$25,018 90
Exports by lake vessels (statement L 3)	90,467 00
Aggregate value of imports and exports in 1858	115,485 90

L 1.

ient of the number and tonnage of the vessels that arrived at and red from the port of Black Lake harbor during the year ending ember 31, 1858.

r of arrivals of il vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
80	7,435	80	7,435

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1858.

L 2.

ient of the quantity and value of articles of merchandise received ake vessels at the port of Black Lake harbor, Michigan, during year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
dried.....bushels...	196	$2 00	$392 00
s.....number...	13	5 00	65 00
.....dozens...	69	2 00	138 00
tallow.....pounds...	447	10	44 70
.....tons.....	7	10 00	70 00
.....do.....	7	7 00	49 00
.....bushels...	1,612	60 00	967 20
ls, (estimated).....packages...	305	20 00	6,100 00
e, (estimated).....do.....	167	10 00	1,670 00
e.....tons.....	4	200 00	800 00
.....barrels...	19	40 00	760 00
.....do.....	28	40 00	1,120 00
dise.....tons.....	28	300 00	8,400 00
.....barrels...	20	16 00	320 00
.....do.....	57	15 00	855 00
.....boxes...	13	5 00	65 00
.....barrels...	514	2 00	1,028 00
.....boxes...	105	3 00	315 00
.....barrels...	49	30 00	1,470 00
.....do.....	21	10 00	210 00
.....do.....	18	10 00	180 00
otal.....	.....	.....	25,018 90

J. D GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

L 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Black Lake harbor, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark.....cords....	927	$6 00	$5,562 00
Cranberries.....barrels...	2,163	10 00	21,630 00
Empty barrels.....number...	2,889	1 00	2,889 00
Fish.....barrels...	112	6 00	672 00
Lumber, pine.....M feet...	627	10 00	6,270 00
Spokes.....M.....	2,163	12 00	25,956 00
Staves and headings.....do.....	1,731	12 00	20,772 00
Wagon-hubs.....number...	3,840	20	768 00
Wood.....cords.....	2,974	2 00	5,948 00
Total.....	.....	.....	90,467 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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13. GRAND RIVER HARBOR, MICHIGAN.

This has always been esteemed one of the most important harbors on the eastern coast of Lake Michigan. Its connection with Detroit by a railroad, lately completed, called the Detroit and Milwaukie railroad, and with Milwaukie by a regular line of steam vessels, makes it an entrepôt of great importance. For full information in this respect, and in regard to the capacity of this harbor and its great susceptibility of improvement, I must refer to my previous annual reports printed in the public documents, and to the map marked G, No. 49, now in the Topographical Bureau, and also in the archives both of the Senate and House of Representatives, at Washington.

The construction of one of the piers necessary for this improvement has been undertaken by private enterprise, and is already commenced. This will diminish our estimate for this harbor by reducing what will remain to be done to the following, viz:

1. For close piling.....	$18,360 56
2. For dredging.....	7,777 84
3. For one pier, 1,216 feet long.....	64,478 40
Amount of appropriation required, in addition to the contribution by private enterprise, to complete this improvement.....	90,616 80

The details for the above estimate will be found in my previous report, printed in Senate Executive Document No. 42, of the Thirty-fifth Congress, first session, at pp. 93 to 95 inclusive. The accompanying statement, marked No. 1, shows the number of arrivals and clearances of steam and sail vessels, separately given, and the amount of tonnage which thus entered and cleared the port of Grand Haven, near the mouth of Grand river, Michigan, in the year 1858. The accompanying statements, marked M 2 to M 5, inclusive, show the amount and value of the commerce of the port of Grand Haven, near the mouth of Grand river, for the year 1858, as follows, viz:

Imports.

1. By lake vessels (statement M 2)	$1,158,427 60
2. By railroad (statement M 3)	685,200 00
Total value of imports at Grand Haven in 1858	1,843,627 60

Exports.

1. By lake vessels (statement M 4)	$2,046,411 86
2. By railroad (statement M 5)	802,307 00
Total value of exports in 1858	2,858,718 86
Aggregate value of the imports and exports of Grand Haven in the year 1858	$4,702,346 46

M 1.

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Grand Haven during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
130	63,898	130	63,898	927	134,688	936	138,329

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

M 2.—*Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Grand Haven, Michigan, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	1,618	$2 00	$3,236 00
Apples, dried ..... bushels...	4,172	2 00	8,344 00
Barley ..... do.....	516	1 00	516 00
Beef ..... barrels...	821	10 00	8,210 00
Beer ..... do.....	493	6 00	2,958 00
Boots and shoes ..... cases....	187	30 00	5,610 00
Brooms ..... dozen....	198	2 00	396 00
Butter ..... pounds...	45,912	20	9,182 40
Candy ..... boxes....	251	3 00	753 00
Castings ..... bundles...	103	10 00	1,030 00
Cattle ..... number...	18	30 00	540 00
Chairs ..... do.....	365	1 00	365 00
Coal ..... tons.....	538	6 00	3,228 00
Corn ..... bushels...	9,166	60	5,499 60
Crockery ..... crates....	169	100 00	16,900 00
Dry goods, (estimated) ..... packages.	394	20	7,880 00
Flour ..... barrels...	5,687	4 00	22,748 00
Feed, meal ..... tons.....	101	20 00	2,020 00
Furniture, (estimated) ..... packages.	918	10 00	9,180 00
Glass ..... boxes....	2,158	3 00	6,474 00
Grass seeds ..... bushels...	146	2 00	292 00
Grindstones ..... tons.....	19	30 00	570 00
Hams ..... number...	1,827	2 00	3,654 00
Hardware ..... tons.....	186	200 00	37,200 00
Hats ..... boxes ...	54	30 00	1,620 00
Hay ..... tons.....	214	8 00	1,712 00
Hides ..... number...	6,182	7 00	43,274 00
Horses ..... do.....	24	100 00	2,400 00
Hogs, killed ..... do.....	120	15 00	1,800 00
Iron ..... tons.....	93	90 00	8,370 00
Iron, railroad ..... do.....	516	60 00	30,960 00
Lard ..... barrels...	12	40 00	480 00
Lard oil ..... do.....	25	40 00	1,000 00
Leather ..... rolls.....	138	20 00	2,760 00
Merchandise ..... tons.....	2,375	300 00	712,500 00
Molasses ..... barrels...	191	16 00	3,056 00
Nails ..... kegs....	1,671	4 00	6,684 00
Oats ..... bushels...	31,956	50	15,978 00
Peaches, dried ..... do.....	147	2 00	294 00
Pork ..... barrels...	3,170	15 00	47,550 00
Salt ..... do.....	9,672	2 00	19,344 00
Salt ..... bags.....	8,728	20	1,745 60
Soap ..... boxes....	1,912	3 00	5,736 00
Spikes ..... kegs.....	112	4 00	448 00
Starch ..... boxes....	2,140	3 00	6,420 00
Steam engines ..... number...	3	3,000 00	9,000 00
Stoves ..... tons.....	164	100 00	16,400 00
Sugar ..... barrels...	514	30 00	15,420 00
Straw goods, hats, bonnets, &c ..... packages.	28	20 00	560 00
Tallow ..... barrels...	541	40 00	21,640 00
Vinegar ..... do.....	197	10 00	1,970 00
Wagons ..... number...	216	50 00	10,800 00
Whisky ..... barrels...	612	10 00	6,120 00
White lead ..... tons.....	28	200 00	5,600 00
Total			1,158,427 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

M 3.

Statement of the quantity and value of the articles of merchandise received by the Detroit and Grand Haven railroad at Grand Haven, Michigan, during the year ending December 31, 1858.

The items could not be obtained in detail at this place. The amount furnished the agent was much larger than that here reported, which the officials connected with the railroad said was not too large; but as the details could not be obtained, I think it safe to estimate the receipts by this railroad as follows:

Merchandise, tons of, 2,284, at $300 per ton, $685,200.

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Sup'g Eng'r.

OFFICE GENERAL SUPERINTENDENCE, &c.
Chicago, October 31, 1849.

M 4.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Grand Haven, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot ..... tons.....	14	$100 00	$1,400 00
Bark ..... cords...	2,071	5 00	10,355 00
Bedsteads ..... number...	918	6 00	5,508 00
Cedar posts ..... number...	5,821	6	349 26
Cranberries ..... barrels...	1,218	10 00	12,180 00
Dry goods, (estimated) ..... packages.	1,072	20 00	21,440 00
Fish ..... barrels...	4,876	6 00	29,256 00
Fish, fresh ..... pounds...	912,836	5	45,641 80
Flour ..... barrels...	3,679	4 00	14,716 00
Leather ..... rolls.....	1,515	20 00	30,300 00
Lumber, pine ..... M feet...	75,912	10 00	759,120 00
Lumber, oak ..... do.....	1,584	12 00	19,008 00
Merchandise ..... tons....	1,624	300 00	487,200 00
Nails ..... dozens ..	1,960	2 00	3,920 00
Plaster ..... barrels...	14,784	3 00	44,352 00
Pickets ..... M.....	917	10 00	9,170 00
Ship chandlery ..... tons....	120,983	3 00	362,949 00
Shingle bolts ..... cords...	1,280	10 00	12,800 00
Staves and headings ..... M.....	910	12 00	10,920 00
Sundries, (estimated) ..... packages.	9,216	10 00	92,160 00
Timber, pine ..... M feet...	514	10 00	5,140 00
Timber, oak ..... do.....	118	12 00	1,416 00
Tubs ..... dozens...	1,748	6 00	10,488 00
Wagon spokes ..... M.....	127	10 00	1,270 00
Wheat ..... bushels...	15,912	1 00	15,912 00
Wood ..... cords....	16,838	2 00	33,676 00
Wool ..... pounds...	19,216	30	5,764 80
Total	.....	.....	2,046,511 86

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

M 5.

Statement of the quantity and value of articles of merchandise sent by railroad from Grand Haven, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Beef.....barrels...	5,184	$10 00	$51,840 00
Beef.....tierces...	3,027	15 00	45,405 00
Cranberries .....barrels...	2,812	10 00	28,120 00
Hides .....number...	61,802	6 00	370,812 00
Household furniture, (estimated).....packages...	2,140	10 00	21,400 00
Lard.....barrels...	2,180	40 00	87,200 00
Merchandise.....tons....	214	300 00	64,200 00
Pork.....barrels...	8,472	15 00	127,080 00
Sugar .....do.....	618	25 00	15,450 00
Tripe.....do.....	16	50 00	800 00
Total.....	.....	.....	812,307 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

NOTE.—The Detroit and Grand Haven railroad was only open for business about three months in the fall of 1858. The business of this railroad will increase very much during the coming year. Most of the items in this report were furnished by the agents of this line at Milwaukie, it being one of the termini of the road.

J. D. G.

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14. SOUTH BLACK RIVER, MICHIGAN.

This place came under my official attention through the instructions of August 15, 1856, based on the resolutions of the United States Senate of the 4th of that month.—(See pp. 97 and 98 of Senate Ex. Doc. No. 42, of the 35th Congress, 1st session.) A survey map, (marked G No. 50,) report, and estimates were made of the locality, and cost of improving it, and duly submitted to the Topographical Bureau. The amount required for the improvement, under that estimate, is (see pp. 98 and 99 of the Doc. No. 42, above referred to) $39,180 61.

The accompanying statement (marked N 1) shows the number of vessels and the amount of tonnage that arrived at and cleared from the mouth of this river in 1858. Statements N 2 and 3 show the amount and value of the commerce of the place in the year 1858. The value of that commerce was as follows, viz:

Imports by Lake vessels (statement N 2).....	$26,574 50
Exports by Lake vessels (statement N 3).....	60,795 00
Aggregate value of imports and exports in 1858.....	87,369 50

N 1.

ment of the number and tonnage of the vessels that arrived at and ared from the port of South Black River during the year ending cember 31, 1858.

ber of arrivals sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
121	11,379	121	11,379

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

N 2.

ent of the quantity and value of articles of merchandise received ke vesssels at the port of South Black River, Michigan, during the ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
shoes.....cases....	9	$30 00	$270 00
.....pounds...	461	20	92 20
.....boxes....	14	3 00	42 00
.....tons....	4	7 00	28 00
.....bushels...	47	1 00	47 00
(estimated).....packages...	38	20 00	760 00
.....barrels...	97	4 00	388 00
.....tons....	28	300 00	8,400 00
.....do.....	46	8 00	368 00
.....barrels...	3	40 00	120 00
.....do.....	7	40 00	280 00
.....do.....	21	10 00	210 00
.....tons....	32	300 00	9,600 00
.....barrels...	281	15 00	4,215 00
.....do.....	336	2 00	672 00
.....do.....	22	30 00	660 00
.....pounds...	381	30	114 30
.....dozens...	6	3 00	18 00
.....barrels...	29	10 00	290 00
.....	.....	.....	26,574 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

N 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of South Black River, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Fish.....barrels...	283	$6 00	$1,698 00
Laths.....M.....	628	2 00	1,256 00
Lumber, pine.....M feet...	4,916	10 00	49,160 00
Lumber, oak.....do.....	274	10 00	2,740 00
Shingles.....M.....	539	3 00	1,617 00
Wood.....cords....	2,162	2 00	4,324 00
Total.....	.....	.....	60,795 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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15. KALAMAZOO RIVER, MICHIGAN.

Under the same authority as in the case next preceding, this place was committed to my official attention. A map, marked G No. 51, from survey in 1856, a report and estimates in reference to this place, were submitted to the Topographical Bureau with my annual report for 1357.—(See Senate Executive Doc. No. 42, of the 35th Congress, 1st session, pp. 99 and 100.) The estimate for the improvement will there be found in full detail. It amounts to $64,099 63.

The number of sail vessels that arrived at and cleared from the mouth of Kalamazoo river, and the amount of tonnage, are shown in the accompanying statement, marked O 1.

The amount and value of the commerce of Kalamazoo river in the year 1858, are shown in the accompanying statements, marked O 2 and O 3.

Their value is as follows, viz:

Imports by lake vessels (statement O 2).....	$81,413 90
Exports by lake vessels (statement O 3).....	553,723 00
Aggregate value of the imports and exports at the mouth of Kalamazoo river in the year 1858.....	635,136 90

A new light-house is just now being finished at this point.

O 1.

Statement of the number and tonnage of the vessels that arrived at and cleared from the port of Kalamazoo during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
265	29,863	264	29,741

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

O 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Kalamazoo, Michigan, during the year ending December 31, 1858.

Articles.	Quantity	Price of each.	Value.
Apples ..... barrels...	63	$3 00	$189 00
Apples, dried ..... bushels...	114	2 00	228 00
Beans ..... do.....	60	2 00	120 00
Boilers, steam ..... number...	4	2,000 00	8,000 00
Boots and shoes ..... cases....	24	30 00	720 00
Brooms ..... dozens...	119	2 00	238 00
Candles, tallow ..... boxes...	86	3 00	258 00
Castings ..... bundles...	27	10 00	270 00
Coffee ..... pounds...	846	15	126 90
Dry goods, (estimated) ..... packages...	123	20 00	2,460 00
Feed, meal ..... tons....	21	20 00	420 00
Glass ..... boxes...	17	3 00	51 00
Groceries ..... tons....	14	300 00	4,200 00
Hardware ..... do.....	2	200 00	400 00
Hay ..... do.....	63	9 00	567 00
Hides ..... number...	1,562	7 00	10,934 00
Household furniture, (estimated) ..... packages...	218	10 00	2,180 00
Horses ..... number...	7	100 00	700 00
Lard oil ..... barrels...	34	40 00	1,360 00
Merchandise ..... tons....	86	300 00	25,800 00
Molasses ..... barrels...	10	16 00	160 00
Oats ..... bushels...	14,500	50	7,250 00
Pork ..... barrels...	211	15 00	3,165 00
Salt ..... do.....	1,346	2 00	2,692 00
Soap ..... boxes...	226	3 00	678 00
Starch ..... do.....	49	3 00	147 00
Sundries, (estimated) ..... packages...	159	10 00	1,590 00
Sugar ..... barrels...	163	30 00	4,890 00
Wagons ..... number...	15	50 00	750 00
Whisky ..... barrels...	87	10 00	870 00
Total	.....	.....	81,413 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

O 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Kalamazoo, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark.....cords....	3,451	$5 00	$17,255 00
Chair stuff.....bundles...	822	10 00	8,220 00
Furniture, (estimated).....packages...	131	10 00	1,310 00
Leather.....rolls....	9,109	20 00	182,180 00
Lumber, pine.....M feet...	25,013	10 00	250,130 00
Lumber, oak.....do.....	1,219	10 00	12,190 00
Pickets.....M.....	132	10 00	1,320 00
Shingles.....do.....	12,838	3 00	38,514 00
Shingle bolts.....cords....	727	6 00	4,362 00
Timber, pine.....M feet...	308	10 00	3,080 00
Timber, oak.....do.....	116	10 00	1,160 00
Wagon-spokes.....M.....	226	10 00	2,160 00
Wood.....cords....	15,871	2 00	31,742 00
Total.....	.....	.....	553,723 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

II.—LAKE ST. CLAIR HARBOR WORKS.

16. MOUTH OF CLINTON RIVER, MICHIGAN.

The estimates in full detail for this improvement will be found in my former report amounting to $31,920.—(See p. 1169 of H. R. Doc. No. 2, of the 35th Congress, 2d Session; also, Senate Executive Doc. No. 16, of the 34th Congress, 3d Session, pp. 468 to 471.)

The accompanying statement, P 1, shows the number of steam and sail vessels that arrived at and departed from the mouth of Clinton river in the year 1858; also the whole amount of tonnage that thus arrived and departed. The accompanying statements, marked P 2 and P 3, show the quantity and value of the commerce which passed the mouth of Clinton river, in ascending and decending that river in 1858. Its value was as follows, viz:

Imports by lake vessels (statement P 2).....	$993,995 20
Exports by lake vessels (statement P 3).....	437,960 00
Aggregate value of imports and exports of Clinton river, Michigan, in the year 1858.....	1,431,955 20

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Clinton River during the year ending December, 31 1858.

of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.	Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.
261	39,753	258	39,127	215	154,386	215	154,386

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

.—*Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Clinton River, Michigan, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
;ricultural implements.....tons....	27	$100 00	$2,700 00
ces.....boxes...	38	12 00	456 00
ilk, (estimated).....barrels...	812	10 00	8,120 00
ots and shoes.....cases...	265	30 00	7,950 00
icks.....M.....	9	5 00	45 00
iggies.....number...	16	100 00	1,600 00
indy.....boxes....	80	3 00	240 00
istings.....tons.....	6	100 00	600 00
al.....do.....	18	6 00	108 00
rnmeal.....bushels...	128	1 00	128 00
ockery.....crates....	23	100 00	2,300 00
ry goods, (estimated).....packages...	918	20 00	18,360 00
rthenware.....gallons measure...	3,872	10	387 20
uit, miscellaneous.....bushels...	817	1 00	817 00
rniture, (estimated).....packages...	621	10 00	6,210 00
lass..... boxes....	618	3 00	1,854 00
roceries.....tons.....	96	300 00	28,800 00
ardware.....do.....	14	200 00	2,800 00
on.....do.....	36	90 00	3,240 00
rd oil.....barrels...	26	40 00	1,040 00
ather.....rolls.....	217	30 00	6,510 00
quors.....barrels...	102	20 00	2,040 00
erchandise.....tons.....	2,921	300 00	876,300 00
apers.....number...	6	120 00	720 00
lt.....barrels...	1,412	2 00	2,824 00
ap.....boxes ...	455	3 00	1,365 00
arch.....do.....	208	3 00	624 00
oves.....tons.....	11	100 00	1,100 00
gar.....barrels...	323	30 00	9,690 00
agons.....number...	20	50 00	1,000 00
ash-boards.....dozen....	38	3 00	114 00
hite lead.....tons.....	13	200 00	2,600 00
ater-lime.....barrels...	451	3 00	1,353 00
Total.....	.....	.....	993,995 20

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

P 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Clinton River, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	280	$2 00	$560 00
Ashes, pot ..... tons.....	135	100 00	13,500 00
Barley ..... bushels...	2,620	80	2,096 00
Beef ..... barrels...	387	10 00	3,870 00
Buggies ..... number...	27	100 00	2,700 00
Butter ..... pounds...	124,963	20	24,992 60
Cattle ..... number...	33	30 00	990 00
Cider ..... barrels...	116	5 00	580 00
Cranberries ..... do.....	1,974	10 00	19,740 00
Eggs ..... dozen...	205,386	10	20,538 60
Flour ..... barrels...	21,872	4 00	87,488 00
Fruit, miscellaneous ..... bushels...	13,641	1 00	13,641 00
Furniture, (estimated) ..... packages...	1,276	10 00	12,760 00
Grass seeds ..... bushels...	514	2 00	1,028 00
Groceries ..... tons.....	28	300 00	8,400 00
Hay ..... do.....	157	10 00	1,570 00
Hides ..... number...	421	7 00	2,947 00
Hoop-poles ..... M.....	834	10 00	8,340 00
Household furniture, (estimated) ..... packages...	234	10 00	2,340 00
Horses ..... number...	38	100 00	3,800 00
Lard ..... barrels...	16	40 00	640 00
Lumber, pine ..... M feet...	3,432	12 00	41,184 00
Meal ..... barrels...	1,672	4 00	6,688 00
Oak staves ..... M.....	2,531	25 00	63,275 00
Packing barrels ..... number...	9,280	1 00	9,280 00
Potatoes ..... bushels...	16,938	50	8,469 00
Sundries, (estimated) ..... packages...	514	10 00	5,140 00
Timber, oak ..... M feet....	3,960	12 00	47,520 00
Wagons ..... number...	5	50 00	250 00
Wood ..... cords.....	3,982	2 00	7,964 00
Wool ..... pounds...	39,172	40	15,668 80
Total	.....	.....	469,960 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

III.—LAKE ERIE HARBOR WORKS.

17. MONROE HARBOR, MICHIGAN.

he estimates for the repair of this harbor are given in full detail of
s in my report printed in Senate Executive Document, No. 42, of
Thirty-fifth Congress, first session, p. 102. I renew it here. It
unts to $23,857 90.

ıe accompanying statement, marked Q 1, shows the number both
eam and sail vessels, and also the amount of tonnage which arrived
ıd cleared from the port of Monroe during the year 1858.

ıe statements Q 2 and Q 3 show the commerce of this port for
. Its value is shown as follows, viz:

orts by lake vessels (statement Q 2)	$173,546 40
orts by lake vessels (statement Q 3)	194,650 50
regate value of imports and exports at Monroe, ichigan. in 1858	368,106 90

Q 1.

ement of the number and tonnage of the steam and sail vessels that rived at, and cleared from, the port of Monroe, Michigan, during e year ending December 31, 1858.

of steam vessels	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
184	73,229	184	73,229	27	6,981	33	8,718

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

FICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Q 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Monroe, Michigan, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Beer.....barrels...	244	$6 00	$1,446 00
Boots and shoes.....cases....	19	30 00	570 00
Buggies.....number...	23	100 00	2,300 00
Coal.....tons.....	218	6 00	1,308 00
Dry goods, (estimated).....packages...	96	20 00	1,920 00
Furniture, (estimated).....do.....	146	10 00	1,460 00
Glass.....boxes...	128	3 00	384 00
Grindstones..... tons.....	13	30 00	390 00
Hats.....boxes...	16	30 00	480 00
Iron.....tons.....	12	90 00	1,080 00
Laths.....M.....	214	2 00	428 00
Lumber, pine.....M feet...	1,216	10 00	12,160 00
Merchandise.....tons.....	391	300 00	117,300 00
Molasses.....barrels...	144	16 00	2,304 00
Nails.....kegs.....	960	4 00	3,840 00
Oils.....barrels...	41	40 00	1,640 00
Plaster.....do.....	416	3 00	1,248 00
Reapers.....number...	16	20 00	1,920 00
Salt.....barrels...	866	2 00	1,732 00
Salt.....bags....	1,027	20	205 40
Soap.....boxes...	267	3 00	801 00
Starch.....do.....	184	3 00	552 00
Sundries, (estimated).....packages...	917	10 00	9,170 00
Straw goods, hats, bonnets, &c.....do.....	215	30 00	6,450 00
Wagons.....number...	19	50 00	950 00
White-lead.....tons.....	7	200 00	1,400 00
Total.....			173,456 40

J. D. GRAHAM,
Major Top. Eng'rs, Brt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Q 3.

ent of the quantity and value of articles of merchandise shipped ike vessels from the port of Monroe, Michigan, during the year ng December 31, 1858:

Articles.	Quantity.	Price of each.	Value.
.....bushels...	3,047	$0 80	$2,437 70
.....barrels...	119	6 00	714 00
....bushels...	21,864	60	13,118 40
barrels.....number...	5,182	1 00	5,182 00
.....barrels...	9,160	4 00	36,640 00
.....do.....	27	20 00	540 00
, oak.....M feet...	1,396	12 00	16,752 00
, cabinet.....do.....	2,831	20 00	56,620 00
.....barrels...	127	3 00	381 00
....bushels...	18,911	50	9,455 50
ees .....number...	148	10 00	1,480 00
nd headings .....M.....	918	25 00	22,950 00
spokes.....do.....	910	10 00	9,100 00
.....bushels...	19,280	1 00	19,280 00
otal.....	.....	.....	194,650 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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18. SANDUSKY HARBOR, OHIO.

ount required for the repair and completion of this harbor, as in full detail in the estimates presented last year, $145,871 25. report, printed, pp. 1169 and 1170 of H. R. Doc. No. 2, of the Congress, second session.)

e accompanying statements, R 1 to R 4, show the amount and of the commerce of Sandusky for 1858. Its value is shown as ws, viz:

Imports.

y lake vessels (statement R 1).....	$11,186,431 80
y railroads (statement R 2).....	16,302,468 55
otal value of imports at Sandusky in 1858.....	27,488,900 35

Exports.

y lake vessels (statement R 3).....	$9,630,709 90
y railroads (statement R 4).....	17,241,533 85
otal value of exports at Sandusky in 1858.....	26,872,243 75
regate value of the imports and exports of San-usky in 1858.....	$54,361,144 10

R 1.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Sandusky, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each	Value.
Agricultural implements.....tons	912	$100 00	$91,200 00
Bedsteads .....number...	49	5 00	245 00
Boilers, steam.....do.....	8	1,000 00	8,000 00
Boots and shoes.....cases....	2,812	30 00	84,360 00
Cedar posts .....number...	1,918	10	191 80
Coal .....tons	2,420	5 00	12,100 00
Crockery .....crates....	510	100 00	51,000 00
Dry goods, (estimated).....packages.	3,637	20 00	72,740 00
Fish.....barrels...	2,643	6 00	15,858 00
Furniture, (estimated).....packages.	1,972	10 00	19,720 00
Glass.....boxes....	19,180	3 00	57,540 00
Grindstones .....tons	127	30 00	3,810 00
Hardware .....do.....	1,912	200 00	382,400 00
Iron .....do.....	8,281	90 00	745,290 00
Iron, railroad .....do.....	6,170	60 00	370,200 00
Linseed oil.....barrels...	136	40 00	6,440 00
Liquors .....do.....	3,471	30 00	104,130 00
Lumber, pine .....M feet...	7,923	10 00	79,230 00
Marble.....tons	536	100 00	53,600 00
Merchandise .....do.....	27,683	300 00	8,304,900 00
Molasses .....barrels...	1,147	16 00	18,352 00
Nails.....kegs....	19,465	4 00	77,860 00
Oils .....barrels...	2,482	40 00	99,280 00
Paper.....bundles...	9,283	1 00	9,283 00
Pails.....dozens ...	917	2 00	1,834 00
Reapers .....number...	127	120 00	15,240 00
Salt.....barrels...	98,107	2 00	196,214 00
Salt .....bags....	46,318	20	9,263 60
Shingles.....M.....	2,467	3 00	7,401 00
Spikes, railroad.....tons....	319	100 00	31,900 00
Starch.....boxes ...	9,164	3 00	27,492 00
Steam engines .....number...	12	2,000 00	24,000 00
Stoneware .....gallons...	41,652	10	4,163 20
Sugar.....hogsheads.	198	80 00	15,840 00
Sugar .....barrels...	2,384	30 00	71,520 00
Tobacco .....pounds...	19,811	20	3,962 20
Vinegar .....barrels...	577	10 00	5,770 00
Wagons .....number...	421	50 00	21,050 00
Wheat .....bushels...	14,913	1 00	14,913 00
White-lead.....tons	327	200 00	65,400 00
Wood .....cords....	913	3 00	2,739 00
Total.....	.....	.....	11,186,431 80

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OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

R 2.

nt of the quantity and value of articles of merchandise received by ad at Sandusky, Ohio, station, during the year ending December 358.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	9,344	$2 00	$18,688 00
t.....tons.....	911	100 00	91,100 00
.....do.....	136	90 00	12,240 00
.....bushels...	6,407	2 00	12,814 00
.....barrels...	19,864	10 00	198,640 00
.....tierces...	5,127	15 00	76,905 00
shoes.....cases....	21,813	30 00	654,390 00
n .....bales....	3,840	50 00	192,000 00
-.....pounds...	1,041,897	20	208,379 40
--.....number...	35,032	30 00	1,050,960 00
·-.....pounds...	917,806	10	91,780 60
--.....barrels...	1,091	5 00	5,455 00
-.....pounds...	288,916	15	43,337 40
--.....bushels...	435,928	60	261,556 80
·-.....do.....	17,134	1 00	17,134 00
--.....bales....	3,084	50 00	154,200 00
(estimated).....packages.	117,938	10 00	1,179,380 00
--.....barrels...	563,904	4 00	2,255,616 00
.....bushels...	16,189	2 00	32,378 00
--.....tons	8,517	300 00	2,555,100 00
--.....boxes....	1,377	30 00	41,310 00
--.....number...	205,121	7 00	1,435,847 00
--.....do.....	1,938	100 00	193,800 00
-.....do.....	23,667	15 00	355,005 00
ak.....M feet...	7,809	10 00	78,090 60
binet.....do.....	9,238	20 00	184,760 00
se .....tons	7,890	300 00	2,367,000 00
.....bushels...	383,160	50	191,580 00
.....¼ gallon cans.	94,014	1 00	94,014 00
ried.....bushels...	5,183	2 00	10,366 00
.....do.....	2,084	1 00	2,084 00
.....barrels...	19,448	15 00	291,720 00
.....bushels...	61,417	1 00	61,417 00
.....number...	18,912	3 00	56,736 00
.....M.....	291	10 00	2,910 00
(estimated) .....packages.	12,483	10 00	124,830 00
.....hogsheads.	5,109	80 00	408,720 00
.....pounds...	144,383	20	28,876 60
.....bushels...	917,183	1 25	1,146,478 75
.....barrels...	11,487	10 00	114,870 00
otal.....	.....	.....	16,302,468 55

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

: GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

R 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Sandusky, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	13,912	$2 00	$27,824 00
Apples, dried ..... bushels...	19,612	2 00	39,224 00
Ashes, pot ..... tons	1,286	100 00	128,600 00
Barley. ..... bushels...	47,982	80	38,385 60
Beef ..... barrels...	19,612	10 00	196,120 00
Beef ..... tierces ...	918	15 00	13,770 00
Broom corn ..... bales....	2,075	50	103,750 00
Butter ..... pounds...	615,872	20	123,174 40
Cattle ..... number...	57,832	30 00	1,734,960 00
Corn. ..... bushels...	818,938	60	491,362 80
Eggs ..... dozens ..	238,691	10	23,869 10
Flour. ..... barrels...	387,241	4 00	1,548,964 00
Grass seeds. ..... bushels...	2,962	2 00	5,924 00
Hams ..... number...	1,076	20 00	21,520 00
Hides ..... do.....	36,983	6 00	221,898 00
Highwines ..... barrels...	16,565	10 00	165,650 00
Hogs, alive. ..... number...	112,269	15 00	1,684,035 00
Lard ..... barrels...	10,084	40 00	403,360 00
Mill feed. ..... tons	571	20 00	11,420 00
Oak staves ..... M.....	2,598	25 00	64,950 00
Oats. ..... bushels...	716,834	50	358,417 00
Plaster ..... barrels...	16,912	3 00	50,736 00
Pork ..... tierces ...	5,914	20 00	118,280 00
Pork. ..... barrels...	17,878	15 00	268,170 00
Rye ..... bushels...	22,838	1 00	22,838 00
Sheep. ..... number...	17,801	3 00	53,403 00
Sundries, (estimated) ..... packages.	8,746	10 00	87,460 00
Tallow ..... barrels...	8,321	40	332,840 00
Wheat . ..... bushels...	1,233,871	1 00	1,233,871 00
Whisky. ..... barrels...	1,966	10 00	19,660 00
Wool ..... pounds...	90,685	40	36,274 00
Total	.....	.....	9,630,709 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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R 4.

Statement of the quantity and value of articles of merchandise sent by railroad from Sandusky, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements ..... tons	912	$100 00	$91,200 00
Axles ..... do.....	514	60 00	30,840 00
Barley. ..... bushels...	15,114	80	12,091 20
Boots and shoes ..... cases	15,140	30 00	454,200 00
Butter ..... pounds...	344,627	15	51,694 05
Castings ..... tons	2,460	45 00	110,700 00

R 4—Continued.

Articles.	Quantity.	Price of each.	Value.
.....number....	7,863	$30 00	$235,890 00
.....bushels...	68,941	60	41,364 60
›ods, (estimated)..... .....packages..	191,607	10 00	1,916,070 00
.....barrels...	41,916	4 00	167,664 00
ure, (estimated).....packages...	3,612	10 00	36,120 00
ies .....tons.....	14,984	300 00	4,495,200 00
rare .....do.....	3,612	200 00	722,400 00
.....boxes....	2,161	30 00	64,830 00
.....tons.....	2,084	90 00	187,560 00
ig.....do.....	820	45 00	36,900 00
ailroad.....tons.....	1,084	60 00	65,040 00
ıfes.....number...	141	100 00	14,100 00
r, pine .....M feet ...	9,814	12 00	117,768 00
andise .....tons.....	23,143	300 00	6,942,900 00
e .....do.....	912	50 00	45,600 00
s.....½ gallon cans.	83,617	1 00	83,617 00
.....tierces...	12,189	15 00	182,835 00
s ....number...	417	150 00	62,550 00
.....bushels...	19,011	1 00	19,011 00
us.....boxes....	2,980	3 00	8,940 00
.....barrels...	201,874	2 00	403,748 00
.....number...	9,677	3 00	29,031 00
.....hogsheads.	2,112	80 00	168,960 00
.....barrels...	6,128	25 00	153,200 00
. .....bushels...	231,608	1 25	289,510 00
Total.....	.....	.....	17,241,533 85

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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19. HURON HARBOR, OHIO.

e estimate for repairs of this harbor are given in full in my last al report. They are here renewed, amounting to $45,127 50.—H. R. Ex. Doc. No. 2, Thirty-fifth Congress, second session, pp. and 1171.)

e accompanying statement, S 1, shows the number both of steam ail vessels, and the amount of tonnage that arrived at and cleared the port of Huron in the year 1858.

tements S 2 and S 3 show the amount and value of the commerce ıron for 1858. The value is shown as follows, viz:

rts by lake vessels (statement S 2).....	$285,434 00
rts by lake vessels (statement S 3).....	1,257,544 40
regate value of the imports and exports of Huron, 1858.....	1,542,978 40

S 1.—*Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Huron, Ohio, during the year ending December* 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
33	16,728	33	16,728	317	95,421	323	110,974

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

S 2.—*Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Huron, Ohio, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons.....	28	$100 00	$2,800 00
Barrels, (estimated).....bulk....	516	10 00	5,160 00
Bricks, fire.....M.....	28	20 00	560 00
Castings.....tons.....	19	100 00	1,900 00
Coal.....do.....	514	6 00	3,084 00
Dry goods, (estimated)..... .....packages...	221	20 00	4,420 00
Fish.....barrels...	91	6 00	546 00
Furniture, (estimated) .....packages...	127	10 00	1,270 00
Glass, (miscellaneous) .....boxes....	514	3 00	1,542 00
Gunpowder.....kegs.....	87	20 00	1,740 00
Hardware.....tons.....	15	200 00	3,000 00
Iron.....do.....	47	90 00	4,230 00
Iron, pig.....do.....	20	45 00	900 00
Lumber, pine.....M feet...	317	10 00	3,170 00
Merchandise.....tons.....	672	300 00	201,600 00
Molasses.....barrels...	178	16 00	2,848 00
Nails.....kegs....	1,963	4 00	7,852 00
Oils.....barrels...	18	40 00	720 00
Pails .....dozens...	128	2 00	256 00
Plaster .....barrels...	141	3 00	423 00
Pickets.....M.....	29	10 00	290 00
Rice.....barrels...	17	50 00	850 00
Salt.....do.....	7,649	2 00	15,298 00
Shingles.....M.....	516	3 00	1,548 00
Starch .....boxes....	209	3 00	627 00
Steam engines.....number...	2	2,000 00	4,000 00
Sundries, (estimated).....packages...	817	10 00	8,170 00
Sugar .....hogsheads...	19	80 00	1,520 00
Sugar .....barrels...	136	30 00	4,080 00
Vinegar.....do.....	28	10 00	280 00
Wagons .....number...	15	50 00	750 00
Total.....	.....	.....	285,434 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

S 3.

nent of the quantity and value of articles of merchandise shipped lake vessels from the port of Huron, Ohio, during the year ending cember 31, 1858.

Articles.	Quantity	Price of each.	Value.
.....barrels...	2,164	$2 00	$4,328 00
pot.....tons.....	107	100 00	10,700 00
... .barrels...	740	10 00	7,400 00
.....tierces...	100	15 00	1,500 00
.....pounds...	96,581	20	19,316 20
.....barrels...	812	6 00	4,872 00
.....bushels...	571,632	60	342,979 20
g machines.....number...	138	50 00	6,900 00
ieal .....tons.....	286	20 00	5,720 00
miscellaneous .....bushels...	1,928	1 00	1,928 00
.....barrels...	39	10 00	390 00
.....number...	118	2 00	236 00
.....tons.....	280	10 00	2,800 00
ines.....barrels...	8,762	10 00	87,620 00
hold furniture, (estimated).....packages...	1,387	10 00	13,870 00
.....barrels...	916	40 00	36,640 00
r, oak.....M feet...	5,164	10 00	51,640 00
r, cabinet .....do.....	9,237	20 00	184,740 00
ed.....tons.....	201	10 00	2,010 00
aves .....M.....	4,913	25 00	122,825 00
.....bushels...	27,812	50	13,906 00
.....barrels...	397	40 00	15,880 00
.....bushels...	614	2 00	1,228 00
.....barrels...	2,028	15 00	30,420 00
.....bushels...	13,676	1 00	13,676 00
nees.....number...	518	10 00	5,180 00
.....M.....	261	10 00	2,610 00
r, oak.....M feet...	118	10 00	1,180 00
.....bushels...	247,682	1 00	247,682 00
y .....barrels...	987	10 00	9,870 00
.....cords....	3,749	2 00	7,498 00
Total.....	.....	.....	1,257,544 40

J. D. GRAHAM.
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

20. VERMILION HARBOR, OHIO.

The estimates for the repair of this harbor will be found in full detail in my reports of last year, printed in H. R. Ex. Doc., No. 2, of the Thirty-fifth Congress, second session, at pages 1171 and 1172, amounting to the sum of $45,774 25.

This amount is now required to put the piers in proper condition for the protection of this harbor.

The accompanying statement marked T 1, shows the number of vessels that arrived at, and cleared from, this harbor, and also the amount of tonnage which arrived and cleared in the year 1858. Statements T 2 and T 3, show the amount and value of the commerce of this place in 1858. The value is as follows, viz:

Imports by lake vessels (statement T 2)	$206,560 30
Exports by lake vessels (statement T 3)	260,325 50
Aggregate value of imports and exports at Vermillion, Ohio, in 1858	466,885 80

T 1.

Statement of the number and tonnage of the vessels that arrived at and cleared from the port of Vermilion, Ohio, during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
103	27,896	101	27,537

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

T 2.

ient of the quantity and value of articles of merchandise received ake vessels at the port of Vermilion, Ohio, during the year ending ember 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....cords....	127	$6 00	$762 00
.....barrels...	198	6 00	1,188 00
osts .....number...	965	10	96 50
.....pounds...	9,672	15	1,450 80
y .....crates....	15	100 00	1,500 00
.....barrels...	231	4 00	924 00
niscellaneous.....boxes....	271	3 00	813 00
es .....tons.....	63	300 00	18,900 00
.....boxes....	23	30 00	690 00
.....tons.....	32	90 00	2,880 00
fes .....number...	4	100 00	400 00
.....M.....	161	2 00	322 00
, pine.....M feet...	198	10 00	1,980 00
.....bushels...	918	1 00	918 00
ndise .....tons.....	415	300 00	124,500 00
s.....barrels...	130	16 00	2,080 00
....kegs....	287	4 00	1,148 00
.....barrels...	36	40 00	1,440 00
.....dozen....	40	2 00	80 00
.....barrels...	186	3 00	558 00
s.....boxes....	61	5 00	305 00
.....barrels...	2,162	2 00	4,324 00
s .....M.....	197	3 00	591 00
.....boxes....	234	3 00	702 00
s, (estimated) ....packages.	2,468	10 00	24,680 00
.....barrels...	317	30 00	9,510 00
....dozen....	18	6 00	108 00
s .....number...	27	50 00	1,350 00
ead.....tons.....	2	200 00	400 00
n ware .....packages.	196	10 00	1,960 00
Total.....	.....	.....	206,560 30

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

T 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Vermilion, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	8,612	$2 00	$17,224 00
Ashes, pot ..... tons.....	240	100 00	24,000 00
Beans ..... bushels...	218	2 00	436 00
Butter ..... pounds...	183,974	20	36,794 80
Cider ..... barrels...	731	6 00	4,386 00
Corn ..... bushels...	15,860	60	9,516 00
Dry goods, (estimated) ..... packages.	367	20 00	7,340 00
Empty barrels ..... number...	2,612	1 00	2,612 00
Flour ..... barrels...	3,617	4 00	14,468 0
Grass seeds ..... bushels...	960	2 00	1,920 00
Hams ..... number...	1,064	2 00	2,128 00
Hides ..... do.....	2,686	7 00	18,802 00
Highwines ..... barrels...	1,274	10 00	12,740 00
Lumber, oak ..... M feet...	1,912	10 00	19,120 00
Lumber, cabinet ..... do.....	1,677	20 00	33,540 00
Merchandise ..... tons.....	41	300 00	12,300 00
Oak staves ..... M.....	1,198	25 00	29,950 00
Oats ..... bushels...	1,567	50	783 50
Peaches, dried ..... do.....	2,640	2 00	5,280 00
Peaches, green ..... do.....	812	2 00	1,624 00
Rye ..... do.....	916	1 00	916 00
Tallow ..... barrels...	14	40 00	560 00
Wood ..... cords....	1,917	2 00	2,834 00
Wool ..... pounds...	2,628	40	1,051 20
Total	.....	.....	200,325 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

21. BLACK RIVER HARBOR, OHIO.

Since my report of last year, the west pier has been repaired by the Light-house Board in connection with the necessary communication by the light-keeper with the light-house situated at the lakeward extremity of that pier. The east pier, however, is in a very dilapidated condition, and requires immediate attention. The pier work above the water surface is nearly all gone, and the lake sea in times of easterly or northeasterly winds makes a clean breach over it, bringing with it quantities of sand and gravel, which must soon obstruct the channel way between the two piers, unless the east pier be built up to a proper height above the high-water level of Lake Erie. There are no funds now available for this work. The estimate for this pier, as given in my report of last year, is here renewed, amounting to $22,578 88.

The items of this estimate will be found printed at page 1172 of H. R., Ex. Doc. No. 2, of the Thirty-fifth Congress, second session.

The accompanying statement, U 1, shows the number of vessels, and the amount of tonnage which arrived at and cleared from the port of Black River, Ohio, in the year 1858.

Statements U 2 and U 3 show the amount and value of the commerce of this port in 1858. The value is as follows, viz:

Imports by lake vessels, (statement U 2)	$169,084 60
Exports by lake vessels, (statement U 3)	187,267 00
Aggregate value of the imports and exports of Black River harbor, Ohio, in 1858	356,351 60

U 1.

Statement of the number and tonnage of the vessels that arrived at and cleared from the port of Black River, Ohio, during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
195	28,395	201	29,873

NOTE.—Owing to the bar across the mouth of Black River harbor, very few vessels entered or cleared during the season of 1858.

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

U 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Black River, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bulk of goods, (estimated)....barrels...	840	$10 00	$8,400 00
Coal....tons.....	170	5 00	850 00
Iron.....do.....	7	90 00	630 00
Lumber, pine....M feet...	514	10 00	5,140 00
Merchandise....tons.....	318	300 00	95,400 00
Molasses....barrels...	120	16 00	1,920 00
Nails....kegs....	412	4 00	1,648 00
Plaster....barrels...	540	4 00	2,160 00
Pickets....M.....	31	10 00	310 00
Salt....barrels...	3,180	2 00	6,360 00
Salt....bags....	1,428	20	285 60
Shingles....M.....	127	3 00	381 00
Sundries, (estimated)....packages...	4,560	10 00	45,600 00
Total.....	.....	.....	169,084 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

U 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Black River, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Fruit, miscellaneous....bushels...	6,170	$1 00	$6,170 00
Grindstones....tons.....	4,612	30 00	138,360 00
Lumber, cabinet....M feet...	518	20 00	10,360 00
Oak staves....M.....	915	25 00	22,875 00
Sundries, (estimated)....packages...	214	10 00	2,140 00
Wood....cords....	3,681	2 00	7,362 00
Total.....	.....	.....	187,267 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

22. CLEVELAND HARBOR, OHIO.

My last annual report stated the condition of this valuable harbor n the 15th of November, 1858. Since that period, the dilapidation f the piers has increased much, and the longer the necessary repairs re delayed, the more costly they must ultimately be. The extremity f the east pier is the base upon which the iron beacon-light rests. 'his beacon is in danger of falling, from the condition of this base. 'he whole pier, however, requires immediate repairs in order to preerve the harbor. The west pier requires the repairs and completion ecommended in my last annual report. For these objects, I renew he estimates presented in that report, to be found printed in full detail, t pages 173 and 174 of H. R., Doc. No. 2, of the Thirty-fifth Conress, second session. The amount required is, $58,076 54.

The accompanying statement, marked V 1, contains the name, class nd tonnage of each vessel owned at the port of Cleveland on the 31s f December, 1858.

The summary of that list is as follows, with the cost of each class f vessels added. The cost is set down at $35 per ton for sail vessels, nd $40 per ton for steam vessels. This includes all expenses of equipment, rigging, &c., and is a moderate estimate:

Class.	No. in each class.	Tonnage of each class.	Cost of each class.
Barques	7	2,940	$102,900 00
Brigs	3	1,017	35,595 00
Schooners	83	22,679	793,765 00
Scows, (wood shallops, sail rigged and lake going)	40	2,640	92,400 00
Sloops	3	69	2,415 00
Steamers, (wheel)	1	1,107	44,280 00
Steamers, (screw)	18	8,656	346,240 00
Total	155	39,108	1,417,595 00

The accompanying statements, marked from V 2 to V 7, inclusive, how the amount and value of the commerce for the port of Cleveland or the year 1858. The value is as follows, viz:

Imports.

1. By lake vessels, (statement V 2)	$14,569,796 90
2. By canal (statement V 3)	3,378,450 80
3. By railroads (statement V 4)	38,943,216 15
Total value of imports at Cleveland in 1858	56,891,463 85

Exports.

1. By lake vessels (statement V 5)	$15,957,846 55
2. By canal (statement V 6)	6,575,524 00
3. By railroads (statement V 7)	26,673,744 06
Total value of exports at Cleveland in 1858	49,209,114 61

Recapitulation.

Value of imports	$56,891,463 85
Value of exports	49,209,114 61
Aggregate value of the imports and exports of Cleveland, Ohio, in the year 1858	106,100,578 46

V 1.

it showing the class, name, and tonnage of each vessel owned at the port of Cleveland, Ohio, December 31, 1858.

lass.	Name.	Tonnage.	Tonnage of each class.
.....	B. A. Staudart	603	
	Fontanelle	370	
	Naomi	435	
	Chieftain	375	
	C. J. Kershaw	383	
	D. C. Pierce	386	
	H. E. Howe	388	
			2,940
.....	J. G. Deshler	374	
	General Worth	258	
	Black Hawk	385	
			1,017
.....	R. G. Winslow	499	
	Ellen White	162	
	Arctic	257	
	Sioux	165	
	Adriatic	191	
	Sweepstakes	457	
	Sarah Hibbert	343	
	S. B. Pomeroy	531	
	W. B. Castle	218	
	Watts Sherman	198	
	New Lisbon	236	
	Plover	390	
	Peoria	226	
	S. J. Farwell	354	
	Marquetta	283	
	Cascade	335	
	U. E. Mussey	284	
	Speedwell	161	
	E. C. Roberts	399	
	W. G. Grant	357	
	John S. Reed	189	
	Silas Wright	70	
	S. Robinson	312	
	Potomac	188	
	Mariner	40	
	Leader	339	
	John Fretler	97	
	B. F. Wade	174	
	Star of the North	288	
	Marshfield	383	
	Twin Brother	283	
	Valeria	341	
	Vanguard	393	
	Ketchem	369	
	Ellington	186	
	Fidelity	65	
	Wings of the Morning	341	
	W. F. Allen	385	
	Herald	219	
	C. H. Walker	373	
	General Winfield Scott	255	
	Tracy J. Bronson	381	
	William Case	378	
	Twin Sister	275	
	Alice Curtis	122	
	America	118	

V 1—Continued.

Class.	Name.	Tonnage.	Tonnage each class
Schooners—Cont'd.....	Yorktown	372	
	E. M. Peck	228	
	Mary	10	
	John Webber	248	
	St. Albans	365	
	Massillon	398	
	Prairie Flower	18	
	A. Medbury	226	
	Africa	253	
	Lady of the Lake	317	
	John W. Sargent	148	
	M. Ballard	288	
	Consuelo	195	
	A. Handy	338	
	George Worthington	305	
	International	389	
	Snowdrop	181	
	Coquette	140	
	G. D. Dousman	369	
	Agnes E. Marseillort	129	
	Flight	249	
	Miami	382	
	Summit	203	
	Margaret	126	
	S. S. Noble	127	
	Resolute	339	
	Shook	361	
	Cuyahoga	322	
	Correspondent	293	
	Lewis Cass	191	
	Mary Collins	360	
	D. B. Sexton	345	
	R. H. Harmon	343	
	J. F. Warner	341	
	Harvest	306	
	Midnight	382	
	Muskingum	382	
			22,679
Scow	Planet	197	
	C. Rich	32	
	A. Fretrick	61	
	Spanker	46	
	N. G.	61	
	Sea Bird	136	
	George Neville	61	
	E. S. Taylor	117	
	R. Hays	36	
	Frémont	37	
	Belle	41	
	Times	58	
	Union	73	
	Prince of Peace	56	
	Fair Play	21	
	Gladiator	169	
	Diana	61	
	Lime Rock	112	
	California	40	
	Helen	25	
	Frolic	93	
	May Queen	55	
	Ada	110	
	Neptune	112	

V 1—Continued.

Class.	Name.	Tonnage.	Tonnage of each class.
—Continued.....	Nebraska.....	64	
	Volley.....	69	
	Black Swan.....	35	
	Free Mason.....	35	
	Leo.....	27	
	Mary and Lucy.....	21	
	J. W. Hill.....	19	
	Highland Chief.....	50	
	J. C. Pendleton.....	85	
	Sea Witch.....	101	
	Orleans.....	41	
	J. W. Blake.....	33	
	Juno.....	56	
	Consuelo.....	37	
	John P. Holer.....	50	
	Rowena.....	108	
			2,640
.....	Trial.....	30	
	Sea Gull.....	15	
	Monarch of the Sea.....	24	
			69
r.....	North Star.....	1,107	
			1,107
ler.....	Fountain City.....	820	
	Manhattan.....	320	
	Iron City.....	607	
	Evergreen City.....	624	
	Susquehanna.....	435	
	Northern Light.....	744	
	Kenosha.....	646	
	S. C. Ives.....	205	
	J. L. Lyon.....	139	
	Cuyahoga.....	602	
	Galena.....	691	
	Mendota.....	710	
	Dacotah.....	698	
	Wenona.....	688	
	George Cushman.....	385	
	E. C. Bliss.....	107	
	John Martin.....	170	
	Leviathan.....	65	
			8,650

RECAPITULATION.

Class of vessel.	Number of each class.	Tonnage of each class.
Steamers..	1	1,107
Propellers	18	8,656
Barks	7	2,940
Brigs	3	1,017
Schooners	83	22,679
Scows	40	2,640
Sloops	3	69
Total	155	39,108

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

CE GENERAL SUPERINTENDENCE, &c. *Chicago, October* 31, 1859.

V 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Cleveland, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ale.....barrels...	340	$6 00	$2,040 00
Boilers, steam.....number...	4	2,000 00	8,000 00
Cedar posts.....do.....	65,600	10	6,560 00
Coal.....tons.....	2,397	6 00	14,382 00
Copper ore.....do.....	4,551	600 00	2,730,600 00
Corn.....bushels...	14,604	60	8,762 40
Cranberries.....barrels...	1,465	10 00	14,650 00
Crockery.....crates....	415	100 00	41,500 00
Empty barrels.....number...	1,609	1 00	1,609 00
Fish.....barrels...	18,606	6 00	111,636 00
Flour.....do.....	1,222	4 00	4,888 00
Furniture, (estimated).....packages...	118	10 00	1,180 00
Groceries.....tons.....	3,612	300 00	1,083,600 00
Highwines.....barrels...	428	10 00	4,280 00
Hoops.....M.....	441	10 00	4,410 00
Hoop-poles.....do.....	240	10 00	2,400 00
Household furniture, (estimated).....packages...	358	10 00	3,580 00
Horses.....number...	88	100 00	8,800 00
Iron ore.....tons.....	18,758	60 00	1,125,480 00
Iron, pig.....do.....	1,605	40 00	64,200 00
Iron, railroad.....do.....	209	60 00	12,540 00
Laths.....M.....	7,714	2 00	15,428 00
Lumber, pine.....M feet...	18,251	10 00	182,510 00
Marble.....tons.....	2,408	100 00	240,800 00
Merchandise.....do.....	27,753	300 00	8,325,900 00
Oats.....bushels...	62,543	50	31,271 50
Plaster.....barrels...	6,356	3 00	19,068 00
Pork.....do.....	377	15 00	5,655 00
Potatoes.....bushels...	67,646	50	33,823 00
Salt.....barrels...	114,406	2 00	228,812 00
Salt.....bags....	35,681	20	7,136 20
Shingles.....M.....	8,323	3 00	24,969 00
Shingle bolts.....cords...	626	6 00	3,756 00
Slate.....tons.....	182	100 00	18,200 00
Stone.....cords...	1,596	6 00	9,576 00
Sugar.....barrels...	1,612	30 00	48,360 00
Wagons.....number...	41	50 00	2,050 00
Wheat.....bushels...	72,084	1 00	72,084 00
Wool.....pounds...	24,612	40	9,844 80
Water-lime.....barrels...	8,864	4 00	35,456 00
Total.....	.....	.....	14,569,796 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859

V 3.

ent of the quantity and value of articles of merchandise received inal at the port of Cleveland, Ohio, during the year ending mber 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	128	$6 00	$768 00
.....pounds...	10,400	10	1,040 00
.....bushels...	27,946	80	22,356 80
.....M.....	126	6 00	756 00
.....pounds...	224,000	20	44,800 00
.....do.....	16,000	10	1,600 00
.....tons.....	78,392	4 00	313,568 00
.....bushels...	239,755	60	143,853 00
rare.....tons.....	2,430	200 00	486,000 00
.....dozens...	75,600	10	7,560 00
.....barrels...	258,265	4 00	1,033,060 00
scellaneous.....bushels...	2,514	1 00	2,514 00
ies .....tons.....	65	30 00	1,950 00
.....number...	13,162	6 00	78,972 00
es.....barrels...	23,001	10 00	230,010 00
.....tons.....	330	60 00	19,800 00
road.....do.....	1,221	60 00	73,260 00
.....barrels...	160	40 00	6,400 00
cabinet.....M feet...	177	20 00	3,540 00
.....kegs.....	8,220	4 00	32,880 00
s.....M.....	222	20 00	4,440 00
.....bushels...	90,430	50	45,215 00
.....tons.....	8,865	50 00	443,250 00
.....barrels...	6,271	15 00	94,065 00
.....bushels...	12,804	1 00	12,804 00
.....barrels...	420	2 00	840 00
.....boxes...	228	3 00	684 00
.....bushels...	253,265	1 00	253,265 00
.....barrels...	1,920	10 00	19,200 00
tal.....	.....	.....	3,378,450 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

: GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

V 4.—*Statement of the quantity and value of articles of merchandise received by railroad at Cleveland, Ohio, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples.....barrels...	7,842	$2 00	$15,684 00
Ashes, pot.....tons.....	973	100 00	97,300 00
Bacon.....pounds...	17,142,000	8	1,371,360 00
Barley.....bushels...	63,779	80	51,023 20
Beans.....do.....	15,321	1 50	22,981 50
Beef.....barrels...	20,163	10 00	201,630 00
Beef.....tierces...	5,827	15 00	87,405 00
Boots and shoes.....cases....	9,578	30 00	287,340 00
Butter.....pounds...	6,998,000	15	1,049,700 00
Candles, tallow.....do.....	197,784	10	19,778 40
Cattle.....number...	127,913	30 00	3,837,390 00
Cheese.....pounds...	10,854,000	10	1,085,400 00
Coal.....tons.....	155,382	3 50	543,837 00
Corn.....bushels...	422,539	60	253,523 40
Cotton.....bales....	15,960	50 00	798,000 00
Earthenware.....tons.....	2,430	150 00	364,500 00
Eggs.....dozens...	4,159,617	10	415,961 70
Engines.....number...	17	4,000 00	68,000 00
Fish.....barrels...	3,466	6 00	20,796 00
Flour.....do.....	410,793	4 50	1,848,568 50
Fruit, miscellaneous.....bushels...	41,974	1 00	41,974 00
Glass.....boxes...	67,421	3 00	202,263 00
Gunpowder.....kegs....	16,834	10 00	168,340 00
Hams.....barrels...	1,043	15 00	15,645 00
Highwines.....do.....	130,174	10 00	1,301,740 00
Horses.....number...	1,921	100 00	192,100 00
Hogs, killed.....tons.....	3,680	100 00	368,000 00
Hogs, alive.....number...	512,058	15 00	7,680,870 00
Hides.....tons.....	4,743	120 00	569,160 00
Iron.....do.....	5,473	90 00	492,570 00
Lard.....barrels...	16,868	30 00	506,040 00
Lard oil.....do.....	9,821	40 00	392,840 00
Leather.....tons.....	1,265	500 00	632,500 00
Lumber, oak.....M feet...	2,779	10 00	27,790 00
Merchandise.....tons.....	13,487	300 00	4,046,100 00
Mill feed.....do.....	115,927	10 00	1,159,270 00
Milk.....gallons...	114,339	20	22,867 80
Molasses.....barrels...	14,726	16 00	235,616 00
Nails.....kegs....	213,440	4,00	853,760 00
Oak staves.....M.....	1,939	15 00	29,085 00
Oats.....bushels...	466,764	50	233,382 00
Oil cake.....tons.....	3,865	50 00	193,250 00
Oysters.....half-gal. cans...	294,617	1 00	294,617 00
Peas.....bushels...	8,197	1 00	8,197 00
Pork.....barrels...	82,693	15 00	1,240,395 00
Potatoes.....bushels...	192,705	50	96,352 50
Rye.....do.....	43,981	1 00	43,981 00
Rags.....tons.....	2,977	40 00	119,080 00
Salt.....barrels...	2,750	2 00	5,500 00
Sheep.....number...	65,065	3 00	195,195 00
Soap.....boxes....	14,201	5 00	71,005 00
Staves and headings.....M.....	6,763	3 00	20,089 00
Sugar.....barrels...	6,198	25 00	154,950 00
Sirup.....do.....	3,474	20 00	69,480 00
Tallow.....barrels...	1,286	35 00	45,010 00
Tobacco.....pounds...	8,224,000	20	1,644,800 00
Wheat.....bushels...	1,408,291	1 25	1,760,363 75
Wool.....pounds...	4,562,198	30	1,368,659 40
Total.....	.....	.....	38,943,216 15

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

ement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Cleveland, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
... tons	384	$100 00	$38,400 00
... barrels	340	6 00	2,040 00
... do	4,824	50 00	241,200 00
... tons	116	200 00	23,200 00
... bushels	17,819	80	14,255 20
... barrels	10,928	10 00	109,280 00
... tierces	7,863	15 00	117,945 00
am ... number	4	2,000 00	8,000 00
... M	171	7 00	1,197 00
... pounds	1,388,962	20	277,792 40
llow ... do	12,972	10	1,297 20
... number	416	30 00	12,480 00
... pounds	1,577,700	10	157,770 00
... tons	129,048	4 00	516,192 00
... do	1,438	1,000 00	1,438,000 00
... bushels	226,384	60	135,830 40
, (estimated) ... packages	917	20 00	18,340 00
... barrels	6,868	20 00	137,360 00
... barrels	2,241	7 00	15,687 00
... do	511,552	4 00	2,046,208 00
(estimated) ... packages	3,473	10 00	34,730 00
... boxes	28,920	3 00	86,760 00
es ... tons	2,178	30 00	65,340 00
... packages	1,416	20 00	28,320 00
... tons	38	10 00	380 00
s ... barrels	50,938	10 00	509,380 00
... M	117	10 00	1,170 00
es ... do	235	10 00	2,350 00
d furniture, (estimated) ... packages	683	10 00	6,830 00
... number	341	100 00	34,100 00
led ... do	20	15 00	300 00
... tons	3,180	90 00	286,200 00
oad ... do	490	60 00	29,400 00
in blooms) ... do	1,895	60 00	113,700 00
... barrels	33,920	40 00	1,356,800 00
... do	1,395	1 00	1,395 00
ine ... M feet	801	10 00	8,010 00
... tons	64	100 00	6,400 00
... do	150	200 00	30,000 00
ue ... do	16,376	300 00	4,912,800 00
... kegs	95,596	4 00	382,384 00
... M	171	25 00	4,275 00
... bushels	136,340	50	68,170 00
... barrels	2,980	40 00	119,200 00
... do	43,521	16 00	696,336 00
... bushels	26,028	50	13,014 00
s ... number	8,854	40	3,541 60
... do	20,846	50	10,423 00
... bushels	27,498	1 00	27,498 00
... barrels	4,511	2 00	9,022 00
... number	181	3 00	543 00
... gallons measure	430,093	10	43,009 30
... barrels	1,001	40 00	40,040 00
... pounds	278,926	20	55,785 20
... bushels	668,605	1 25	835,756 25
... bales	16,176	50 00	808,800 00
... barrels	297	50 00	14,850 00
...	...	...	15,959,486 55

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

NERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

V 6.

Statement of the quantity and value of articles of merchandise shipped by canal vessels from the port of Cleveland, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons.....	3,864	$200 00	$772,800 00
Boilers, steam .....number...	19	2,000 00	38,000 00
Buggies.....do.....	203	100 00	20,300 00
Castings .....tons.....	1,960	100 00	196,000 00
Fanning machines .....number...	277	50 00	13,850 00
Groceries .....tons.....	3,097	300 00	929,100 00
Hardware .....do.....	540	200 00	108,000 00
Household furniture, (estimated).....packages.	9,136	20 00	182,720 00
Iron safes .....number...	85	20 00	17,000 00
Liquors .....barrels...	7,028	10 00	70,280 00
Lumber, pine .....M feet...	11,963	15 00	179,445 00
Machinery, castings.....tons....	603	100 00	60,300 00
Manufactures from wood.....packages.	5,061	20 00	101,220 00
Merchandise .....tons.....	4,932	300 00	1,479,600 00
Reapers .....number...	918	150 00	137,700 00
Shingles.....M.....	7,936	4 00	31,744 00
Stoves.....tons.....	3,678	200 00	735,600 00
Sundries, (estimated).....packages.	98,166	10 00	981,660 00
Sugar.....hogsheads...	246	80 00	19,680 00
Sugar .....barrels...	1,047	25 00	26,175 00
Threshing machines.....number...	385	100 00	38,500 00
Wagons .....number...	205	50 00	10,250 00
White-lead.....tons.....	2,128	200 00	425,600 00
Total.....	.....	.....	6,575,524 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

V 7.

nt of the quantity and value of articles of merchandise sent by ad from Cleveland, Ohio, during the year ending December 31,

Articles.	Quantity.	Price of each.	Value.
al implements .....tons.....	463	$100 00	$46,300 00
ried.....bushels...	87,972	2 00	175,944 00
.....pounds...	518,922	08	41,513 76
.....barrels...	41,128	10 00	481,280 00
.....tierces...	4,983	15 00	74,745 00
shoes.....cases....	6,836	30 00	205,080 00
.....pounds...	683,342	15	102,501 30
.....number...	119,827	30 00	3,594,810 00
ff.....bundles...	680	10 00	6,800 00
.....pounds...	859,681	10	85,968 10
.....do.....	235,846	15	35,376 90
es.....barrels...	387	10	3,870 00
.....bales....	9,180	50 00	459,000 00
.....barrels...	216,427	4 50	973,921 50
, (estimated).....packages.	7,366	10 00	73,660 00
.....tons.....	4,207	300 00	1,262,100 00
.....barrels...	4,875	20 00	97,500 00
s.....do.....	43,612	10 00	436,120 00
d furniture, (estimated).....packages.	8,127	10 00	81,270 00
.....number...	1,478	100 00	147,800 00
led .....do.....	1,200	15 00	18,000 00
re.....do.....	381,616	15 00	5,724,240 00
.....tons.....	3,707	90 00	333,630 00
.....do.....	938	40 00	37,520 00
oad .....do.....	2,807	60 00	168,420 00
pine .....M feet...	5,084	10 00	50,840 00
cabinet .....do.....	4,175	20 00	83,500 00
lise.....tons.....	21,742	300 00	6,522,600 00
.....half gallon cans...	205,881	1 00	205,881 00
.....barrels...	6,218	3 00	18,654 00
.....do.....	66,109	15 00	991,635 00
.....number...	217	150 00	32,550 00
.....bushels...	28,411	1 00	28,411 00
.....barrels...	41,036	2 00	82,072 00
.....bags.....	27,249	20	5,449 80
.....number...	59,283	3 00	177,849 00
olts.....cords.....	3,747	4 00	14,988 00
gines .....number...	27	3,000 00	81,000 00
(estimated) .....packages.	87,608	10 00	876,080 00
ds, hats, bonnets, &c .....do.....	9,836	20 00	196,720 00
.....barrels...	14,892	40 00	595,680 00
g machines.....number...	1,064	100 00	106,400 00
.....pounds...	4,216,921	20	843,384 20
.....dozens...	987	6 00	5,902 00
.....bushels...	394,606	1 25	493,257 50
.....barrels...	12,714	10 00	127,140 00
rare.....packages.	6,270	50 00	313,500 00
ware.....do.....	10,918	10 00	109,180 00
.....barrels...	874	50 00	43,700 00
tal.....	.....	.....	26,673,744 06

J. D GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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23. GRAND RIVER (FAIRPORT) HARBOR, OHIO.

The repairs and improvements, and the estimates therefor, recommended in my last annual report, are now renewed. For full information see that report, (printed at pages 1174 and 1175, of H. R. Ex. Doc. No. 2, of the 35th Congress, 2d session.) The amount of the estimate, as there shown under the several heads, is $41,498 94.

The accompanying statement, W 1, shows the number of vessels and the amount of tonnage which entered and cleared this port in 1858. Statements W 2 and W 3 show the amount and value of the commerce of this port in the year 1858. Its value is as follows, viz:

Imports by lake vessels (statement W 2).....	$95,310 40
Exports by lake vessels (statement W 3).....	234,003 50
Aggregate value of the imports and exports at Grand River harbor, Ohio, in the year 1858.....	329,313 90

W 1.

Statement of the number and tonnage of the vessels that arrived at and cleared from the port of Grand River or Fairport, Ohio, during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
122	13,670	119	12,121

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W 2.

ɛnt of the quantity and value of articles of merchandise received ke vessels at the port of Grand River harbor, Fairport, Ohio, ıg the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
ılk, (estimated)	420	$10 00	$4,200 00
l shoes ..... cases	43	30 00	1,290 00
..... boxes	121	3 00	363 00
..... barrels	87	6 00	522 00
..... boxes	461	3 00	1,383 00
..... tons	33	300 00	9,900 00
ld furniture, (estimated) ..... packages	214	10 00	2,140 00
..... tons	21	90 00	1,899 00
..... M	65	2 00	130 00
..... rolls	123	30 00	3,690 00
..... barrels	37	20 00	740 00
pine ..... M. feet	416	10 00	4,160 00
dise ..... tons	435	300 00	130,500 00
..... do	28	20 00	560 00
..... kegs	607	4 00	2,428 00
..... dozens	46	2 00	92 00
..... barrels	372	3 00	2,916 00
..... do	2,865	2 00	5,730 00
..... bags	982	20	196 40
..... M	194	3 00	582 00
..... boxes	614	3 00	1,842 00
..... boxes	240	3 00	720 00
..... cords	121	6 00	726 00
, (estimated) ..... packages	726	10 00	7,260 00
..... barrels	300	25 00	7,500 00
g machines ..... number	14	120 00	1,680 00
..... do	26	50 00	1,300 00
..... barrels	87	10 00	870 00
tal			195,310 40

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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W 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Grand River harbor, Fairport, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples.....barrels...	9,872	$2 00	$19,744 00
Apples, dried.....bushels...	17,863	2 00	35,726 00
Butter.....pounds...	16,387	20	3,277 40
Cheese.....do.....	183,764	10	18,376 40
Cider.....barrels...	1,081	6 00	6,486 00
Eggs.....dozens...	86,927	10	8,692 70
Flaxseed.....bushels...	1,387	2 00	2,774 00
Hides.....number...	805	6 00	4,830 00
Hoop-poles.....M.....	917	10 00	9,170 00
Lumber, cabinet.....M feet....	716	20 00	14,320 00
Merchandise.....tons.....	38	300 00	11,400 00
Nuts.....barrels...	1,620	20 00	32,400 00
Oak staves.....M.....	1,374	25 00	34,350 00
Pelts.....bales....	19	50 00	950 00
Ship-knees.....number...	174	10 00	1,740 00
Spokes.....M.....	293	10 00	2,930 00
Sundries, (estimated).....packages.	217	10 00	2,170 00
Tallow.....barrels...	15	40 00	600 00
Wheat.....bushels...	18,705	1 00	18,705 00
Wood.....cords....	2,681	2 00	5,362 00
Total.....	.....	.....	234,003 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col. Superintending Engineer.

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24. ASHTABULA HARBOR, OHIO.

The estimates for this harbor are the same as for last year, viz: $38,893 56.

The accompanying statement X 1, shows the number of arrivals and departures, with the tonnage for this harbor in 1858.

Statements X 2 to X 5 show the commerce for the same year. Its value is as follows, viz:

Imports—1. By lake vessels (statement X 2).....	$137,579 10
2. By railroads (statement X 3).....	816,462 35
Total value of imports of Ashtabula, Ohio, in 1858	954,041 45
Exports—1. By lake vessels (statement X 4).....	$259,900 50
2. By railroads (statement X 5).....	743,119 00
Total value of exports in 1858.....	1,003,019 50
Aggregate value of imports and exports of Ashtabula, Ohio, in the year 1858.....	$1,957,060 95.

X 1.

nent of the number and tonnage of the vessels that arrived at and ıred from the port of Ashtabula, Ohio, during the year ending ɔember 31, 1858.

r of arrivals of il vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
58	8,053	59	8,261

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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X 2.

nent of the quantity and value of articles of merchandise received lake vessels at the port of Ashtabula, Ohio, during the year ending ɔember 31, 1858.

Articles.	Quantity.	Price of each.	Value.
, bulk, (estimated)	714	$10 00	$7,140 00
..... number...	16	100 00	1,600 00
..... tons.....	75	5 00	375 00
..... pounds...	5,546	15	831 90
y..... crates....	4	100 00	400 00
ds, (estimated)..... packages.	260	20 00	5,200 00
..... barrels...	160	6 00	960 00
miscellaneous) ..... boxes....	328	3 00	984 00
ones..... tons.....	5	30 00	150 00
..... do.....	25	90 00	2,250 00
g..... do.....	15	40 00	600 00
, pine..... M feet....	187	10 00	1,870 00
..... tons.....	14	100 00	1,400 00
ndise ..... do.....	287	300 00	86,100 00
..... kegs....	922	4 00	3,688 00
.... bundles...	318	1 00	318 00
..... barrels...	319	3 00	957 00
..... number...	10	150 00	1,500 00
.. .. barrels...	2,480	2 00	4,960 00
..... bags....	1,041	20	208 20
..... M.....	416	3 00	1,248 00
..... boxes....	294	3 00	882 00
..... cords....	29	6 00	174 00
..... tons.....	9	100 00	900 00
..... barrels...	262	30 00	7,860 00
spokes..... M.....	26	50 00	1,300 00
..... bushels...	3,000	1 00	3,000 00
me ..... barrels...	241	3 00	723 00
otal.....	.....	.....	137,579 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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X 3.

Statement of the quantity and value of articles of merchandise received by railroad at Ashtabula, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bedsteads ..... number...	21	$5 00	$105 00
Beer ..... barrels...	194	6 00	1,164 00
Books ..... cases....	13	10 00	130 00
Brandy ..... kegs....	6	15 00	90 00
Buggies ..... number...	3	150 00	450 00
Candy ..... boxes....	271	3 00	813 00
Castings ..... bundles...	141	10 00	1,410 90
Champagne ..... baskets...	27	12 00	324 00
Chairs ..... number...	563	1 00	563 00
Cigars ..... M.....	127	40 00	5,080 00
Coal ..... tons.....	109	5 00	545.00
Coffee ..... pounds...	5,874	15	88,110 00
Cranberries ..... barrels...	34	10 00	340 00
Crockery ..... crates....	3	100 00	300 00
Dry goods, (estimated) ..... packages.	416	10 00	4,160 00
Fish, dried ..... pounds...	987	05	49 35
Furniture, (estimated) ..... packages.	614	10 00	6,140 00
Glass ..... boxes...	313	3 00	939 00
Groceries ..... tons	427	300 00	128,100 00
Hardware ..... do.....	13	200 00	2,600 00
Hats ..... boxes...	31	40 00	1,240 00
Household furniture, (estimated) ..... packages.	529	10 00	5,290 00
Horses ..... number...	3	100 00	300 00
India-rubber goods ..... packages.	18	100 00	1,800 00
Lead ..... pounds...	1,160	10	116 00
Leather ..... rolls.....	33	50 00	1,650 00
Lemons ..... boxes....	23	500 00	115 00
Mackerel ..... barrels...	18	10 00	180 00
Machinery, castings ..... tons....	3	200 00	600 00
Manufactures from wood ..... packages.	461	10 00	4,610 00
Manufactures, woolen ..... do.....	1,283	20 00	25,660 00
Merchandise ..... tons....	1,681	300 00	504,300 00
Molasses ..... hogsheads.	14	50 00	700 00
Molasses ..... barrels...	183	16 00	2,928 00
Nails ..... kegs....	833	4 00	3,332 00
Oranges ..... boxes...	73	5 00	365 00
Oils ..... barrels...	23	40 00	920 00
Pails ..... dozens...	106	3 00	318 00
Plaster ..... barrels...	131	3 00	393 00
Porter ..... do.....	17	20 00	340 00
Raisins ..... boxes....	481	2 00	962 00
Rice ..... barrels...	12	20 00	240 00
Soap ..... boxes...	617	5 00	3,085 00
Spikes ..... kegs....	18	4 00	72 00
Starch ..... boxes....	131	4 00	524 00
Sugar ..... hogsheads.	63	80 00	5,040 00
Sugar ..... barrels...	194	25 00	4,850 00
Stationery ..... packages.	15	20 00	300 00
Threshing machines ..... number...	18	200 00	3,600 00
Wash boards ..... dozens...	30	3 00	90 00
Whisky ..... barrels...	63	10 00	630 00
White-lead ..... tons....	5	100 00	500 00
Total	.....	.....	816,462 35

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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X 4.

nent of the quantity and value of articles of merchandise shipped lake vessels from the port of Ashtabula, Ohio, during the year ling December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
s.....barrels...	1,500	$2 00	$3,000 00
s, dried.....bushels...	2,921	2 00	5,842 00
.....pounds...	15,832	20	3,166 40
e.....do.....	55,986	10	5,598 60
miscellaneous.....bushels...	4,191	1 00	4,191 00
.....tons.....	125	.....	1,250 00
s.....M.....	618	10 00	6,180 00
er, oak.....M feet...	1,826	10 00	18,260 00
er, cabinet.....do.....	4,399	20 00	87,980 00
ıandise.....tons.....	295	300 00	88,500 00
.....barrels...	518	20 00	10,360 00
ıaves.....M.....	632	25 00	15,800 00
.....bushels...	295	1 00	295 00
ıes.....do.....	6,187	50	3,093 50
.....do.....	4,160	1 00	4,160 00
ies, (estimated).....packages...	108	10 00	1,080 00
:r, oak.....M feet...	56	10 00	560 00
l.....cords....	292	2 00	584 00
Total.....	.....	.....	259,900 50

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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X 5.

ment of the quantity and value of articles of merchandise sent by ilroad from Ashtabula, Ohio, during the year ending December 31, 58.

Articles.	Quantity.	Price of each.	Value.
s.....barrels...	2,017	$2 00	$4,034 00
, pot.....tons.....	28	100 00	2,800 00
.....bushels...	912	1 00	912 00
.....barrels...	188	10 00	1,880 00
.....pounds...	987,186	15	148,077 90
.....number...	574	30 00	17,220 00
e.....pounds...	1,048,645	10	104,864 50
.....barrels...	3,670	5 00	18,350 00
.....dozen...	387,921	10	38,792 10
miscellaneous.....bushels...	7,828	1 00	7,828 00
ure, (estimated).....packages...	912	10 00	9,120 00
.....tons.....	306	10 00	3,060 00
.....number...	2,709	6 00	16,254 00
', (round).....M.....	8,796	10 00	87,960 00
poles, (extra).....do.....	283	20 00	5,660 00
s.....number...	97	100 00	9,700 00
alive.....do.....	143	15 00	2,145 00

X 5—Continued.

Articles.	Quantity.	Price of each.	Value.
Lard.....barrels...	9	$40 00	$360 00
Lumber, oak.....M feet...	1,792	10 00	17,920 00
Lumber, cabinet.....do.....	3,815	20 00	76,300 00
Manufacture, woolen.....packages...	837	20 00	16,740 00
Nuts.....barrels...	3,180	20 00	63,600 00
Paper rags.....tons.....	7	45 00	315 00
Peaches, dried.....bushels...	16,870	2 00	33,740 00
Peaches, green.....do.....	12,689	1 00	12,689 00
Potatoes.....do.....	2,461	50	1,230 50
Rye.....do.....	1,912	1 00	1,912 00
Sheep.....number...	684	3 00	2,052 00
Ship knees.....do.....	2,173	10 00	21,730 00
Tallow.....barrels...	138	40 00	5,520 00
Wool.....pounds...	34,510	30	10,353 00
Total.....	.....	.....	743,119 00

J. D. GRAHAM,
Maj. Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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25. CONNEAUT HARBOR, OHIO.

For information in regard to this harbor, see my last annual report, printed at pages 1175 and 1176 of H. R. Ex. Doc., No. 2, of the 35th Congress, second session. The estimates there given are now renewed, amounting to $32,309 60.

The accompanying statement, Y 1, gives the number of arrivals and departures of vessels, and the total amount of tonnage which arrived at and departed from the port of Conneaut, Ohio, in 1858. Statements Y 2 to Y 5, inclusive, show the amount and value of the commerce of Conneaut for 1858. Value as follows, viz:

Imports.

1. By lake vessels (statement Y 2).....	$107,449 40
2. By railroads (statement Y 3).....	1,190,734 90
Total value of imports in 1858.....	1,298,184 30

Exports.

1. By lake vessels (statement 4).....	$225,671 40
2. By railroads (statement 5).....	356,478 10
Total value of exports in 1858.....	582,149 50
Aggregate value of imports and exports of Conneaut, Ohio, in the year 1858.....	$1,880,333 80

Y 1.

nent of the number and tonnage of the vessels that arrived at, and ıred from, the port of Conneaut, Ohio, during the year ending cember 31, 1858.

er of arrivals of il vessels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
61	6,394	65	7,016

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

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Y 2.

ment of the quantity and value of articles of merchandise received lake vessels at the port of Conneaut, Ohio, during the year ending cember 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	2,170	$0 80	$1,736 00
s.....dozens...	108	2 00	216 00
.....tons	131	5 00	655 00
ire, (estimated).....packages.	207	10 00	2,070 00
.....boxes...	412	3 00	1,236 00
tones.....tons	12	30 00	360 00
wder.....kegs	48	20 00	960 00
.....boxes...	41	30 00	1,230 00
.....number...	1,514	7 00	10,598 00
.....tons	24	90 00	2,160 00
s.....barrels...	56	20 00	1,120 00
.....bushels...	1,412	1 00	1,412 00
ndise.....tons	174	300 00	52,200 00
.....kegs.....	546	4 00	2,184 00
.....barrels...	28	40 00	1,120 00
.....do.....	813	3 00	2,439 00
.....do.....	3,562	2 00	7,124 00
.....bags....	1,182	20	236 40
.....boxes...	819	3 00	2,457 00
.....do.....	195	3 00	585 00
.....cords....	31	6 00	186 00
.....tons	9	100 00	900 00
s.....packages.	623	10 00	6,230 00
.....hogsheads.	32	80 00	2,560 00
s.....number...	36	50 00	1,800 00
.....bushels...	2,675	1 00	2,675 00
lead.....tons	5	200 00	1,000 00
Total.....	.....	.....	107,449 40

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Y 3.

Statement of the quantity and value of articles of merchandise received by railroad at Conneaut, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Anvils.....number...	3	$20 00	$60 00
Axes.....boxes ...	114	12 00	1,368 00
Barrels, bulk, (estimated).....	144	4 00	576 00
Books.....cases....	9	20 00	180 00
Boots and shoes.....do.....	110	30 00	3,300 00
Brooms.....dozens ...	127	2 00	254 00
Buggies.....number...	4	150 00	600 00
Candles, tallow.....pounds...	1,541	10	154 10
Carpeting.....bales....	38	50 00	1,900 00
Carriages.....number...	1	400 00	400 00
Cigars.....M.....	180	40 00	7,200 00
Clocks.....do.....	74	5 00	370 00
Earthenware.....gallons...	5,463	10	546 30
Fanning machines.....number...	3	25 00	75 00
Flannel.....yards....	189	50	94 50
Furniture, (estimated).....packages.	714	10 00	7,140 00
Glass.....boxes....	3,186	3 00	9,558 00
Groceries.....tons	193	300 00	57,900 00
Hardware.....do.....	21	200 00	4,200 00
Hats.....boxes....	56	30 00	1,680 00
Household furniture, (estimated).....packages.	2,174	10 00	21,740 00
Horses.....number...	13	100 00	1,300 00
India-rubber goods.....packages.	6	100 00	600 00
Iron safes.....number...	3	100 00	300 00
Liquors.....barrels...	29	40 00	1,160 00
Lemons.....boxes...	116	5 00	580 00
Manufactures from wood.....packages.	164	10 00	1,640 00
Manufacture, woolen.....do.....	421	20 00	8,420 00
Merchandise.....tons....	2,453	300 00	735,900 00
Molasses.....hogsheads.	13	50 00	650 00
Molasses.....barrels...	320	16 00	5,120 00
Nails.....kegs....	583	4 00	2,332 00
Nuts.....barrels...	4	20	80 00
Oysters.....half gallon cans.	31,674	1 00	31,674 00
Oils.....barrels...	13	40 00	520 00
Paper.....bundles...	119	5 00	595 00
Plaster.....barrels...	147	3 00	441 00
Rice.....do.....	27	25 00	675 00
Rosin.....do.....	8	5 00	40 00
Soap.....boxes...	518	3 00	1,554 00
Starch.....do.....	763	3 00	2,289 00
Sundries, (estimated).....packages.	5,441	10 00	54,410 00
Sugar.....barrels...	8,741	25 00	218,525 00
Tubs.....dozens...	17	12 00	204 00
Vinegar.....barrels...	138	10 00	1,380 00
Wine.....do.....	21	50 00	1,050 00
Total.....	.....	.....	1,190,734 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Y 4.

f the quantity and value of articles of merchandise shipped by ls from the port of Conneaut, Ohio, during the year ending 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	616	$2 00	$1,232 00
.....bushels...	970	2 00	1,940 00
.....pounds...	20,976	20	4,195 20
.....do.....	19,188	10	1,918 80
.....M.....	918	40 00	36,720 00
.....number...	6,123	1 00	6,123 00
ieous.....bushels...	7,879	1 00	7,879 00
.....number...	565	6 00	3,390 00
.....M.....	181	10 00	1,810 00
iiture, (estimated).....packages.	53	10 00	530 00
.....number...	5	100 00	500 00
.....M feet...	2,914	10 00	29,140 00
t.....do.....	4,786	20 00	95,720 00
.....tons....	14	300 00	4,200 00
.....barrels...	219	20 00	4,380 00
.....M.....	541	25 00	13,525 00
.....bushels...	1,612	1 00	1,612 00
.....do.....	1,824	50	912 00
.....number...	916	40	366 40
.....boxes ...	1,274	5 00	6,370 00
.....M feet...	77	10 00	770 00
.....number...	13	50 00	650 00
.....cords....	894	2 00	1,788 00
.....	.....	.....	225,671 40

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

RAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Y 5.

the quantity and value of articles of merchandise sent by rail- Conneaut, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	2,171	$2 00	$4,342 00
.....cords....	114	6 00	684 00
.....number...	16	5 00	80 00
.....pounds...	617,412	15	92,611 80
.....bundles...	912	10 00	9,120 00
.....dozens ...	672,908	10	67,290 80
eous.....bushels...	9,706	1 00	9,706 00
mated). .....packages.	110	10 00	1,100 00

Y 5—Continued.

Articles.	Quantity.	Price of each.	Value.
Furs.....bales....	23	$50 00	$1,150 00
Hides.....number...	812	6 00	4,872 00
Hops.....bales....	148	50 00	7,400 00
Hoop-poles, (rived and flat).....M.....	168	20 00	3,360 00
Household furniture, (estimated).....packages.	302	10 00	3,020 00
Iron safes.....number...	1	100 00	100 00
Leather.....rolls....	127	20 00	2,540 00
Lime.....barrels...	531	1 00	531 00
Lumber, cabinet.....M feet...	6,144	20 00	122,880 00
Manufactures from wood.....packages.	809	10 00	8,090 00
Nuts.....barrels...	518	20 00	10,360 00
Pelts.....bales....	14	20 00	280 00
Tobacco.....pounds...	6,237	20	1,247 40
Wagons.....number...	13	50 00	650 00
Wool.....pounds...	16,877	30	5,063 10
Total.....	.....	.....	356,478 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

26. ERIE HARBOR, PENNSYLVANIA.

For full information in relation to the condition and wants of this harbor, I beg leave to refer to my annual report of last year, to be found printed at pages 1176 to 1183 of H. R., Ex. Doc. No. 2, of the 35th Congress, second session. On a close inspection of this harbor, in August, 1859, I found its condition rather worse than in 1858, owing to the increased dilapidation and decay of the piers in many parts. The Light-house Board have undertaken the repair of the southern and of the northwest channel pier for the purpose of keeping up a communication with a range-light, to range with the beacon-light at the other end of that pier. On consultation with the officer charged with this work, finding the repairs would be as beneficial to the harbor as to the light accommodation, and I being without funds and he without the timber required, I supplied to him so much of the harbor timber which had been lying here ever since the year 1852 or 1853, as he required for that object. This timber was becoming much deteriorated in value, from age, exposed as it had been to every vicissitude of weather for so many years, and a portion of it was becoming worthless.

It was a fortunate thing for the public interests, therefore, that a portion of it at least could be made useful by the arrangement above stated. Another portion was sold at auction to the highest bidder, because it was not worth the expense of paying a custodian to attend to it any longer. The proceeds are accounted for in my accounts rendered to the Third Auditor of the Treasury Department. I recommend the appropriation called for by the estimates of last year, for the repairs and dredging needed at this harbor, amounting to the sum of $42,590.

Although a small portion of the repairs provided for last year in that estimate will have been made by the Light-house Board, yet the increased dilapidation since then will bring the amount needed up to that sum.

The accompanying statement, Z 1, shows the number of arrivals and clearances of vessels, both steam and sail, separately given, and also the amount of tonnage which arrived at and cleared from the port of Erie in the year 1858.

Statements Z 2 to Z 7 show the amount and value of the commerce of Erie in the year 1858. Value as follows, viz:

Imports.

1. By lake vessels (statement Z 2)	$646,012 60
2. By canal (statement Z 3)	4,855,698 60
3. By railroads (statement Z 4)	2,424,564 80
Total value of receipts at Erie in the year 1858	7,926,276 00

Exports.

1. By lake vessels (statement Z 5)	$2,832,012 70
2. By canal (statement Z 6)	3,433,971 80
3. By railroads (statement Z 7)	1,083,694 85
Total value of exports from Erie in the year 1858	7,349,679 35

Recapitulation.

Aggregate value of the imports and exports of Erie in the year 1858	$15,275,955 35

Z 1.

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Erie during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
483	244,516	483	244,516	784	231,983	776	227,827

J. D. GRAHAM,

Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

Note.—Most of these statements are taken from the books of the merchants of this place, as the propellers are in the habit of coming in after coal, and leaving again without reporting at the custom-house, which is some distance from the docks.

Z 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Erie, Pennsylvania, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons.....	326	$100 00	$32,600 00
Boilers, steam .....number...	8	1,000 00	8,000 00
Bricks, fire.....M.....	40	20 00	800 00
Buggies.....number...	46	100 00	4,600 00
Cedar posts.....do.....	3,587	10	358 70
Chairs.....do.....	917	1 00	917 00
Coal.....tons.....	2,186	7 00	15,302 00
Corn.....bushels...	5,280	60	3,168 00
Dry goods, (estimated) .....packages...	912	20 00	18,240 00
Fish .....barrels...	863	6 00	5,178 00
Furniture, (estimated) .....packages...	671	10 00	6,710 00
Groceries .....tons.....	366	300 00	109,800 00
Hardware .....do.....	187	200 00	37,400 00
Highwines.....barrels...	387	10 00	3,870 00
Iron.....tons.....	216	90 00	19,440 00
Leather.....rolls.....	245	20 00	4,900 00
Merchandise .....tons.....	517	300 00	155,100 00
Molasses .....barrels...	162	16 00	2,592 00
Oats .....bushels...	13,867	50	6,933 50
Plaster .....barrels...	4,650	3 00	13,950 00
Potatoes .....bushels...	8,170	50	4,085 00
Salt .....barrels...	13,834	2 00	27,668 00
Salt.....bags.....	5,872	20	1,174 40
Starch .....boxes....	906	3 00	2,718 00
Sundries, (estimated) .....packages...	5,162	10 00	51,620 00
Sugar.....hogsheads...	413	80 00	33,040 00
Wagons .....number...	161	50 00	8,050 00
Wheat .....bushels...	19,642	1 00	19,642 00
White-lead.....tons.....	128	200 00	25,600 00
Water-lime .....barrels...	5,639	4 00	22,556 00
Total.....	.....	.....	646,012 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Z 3.

nent of the quantity and value of articles of merchandise received canal at the port of Erie, Pennsylvania, during the year ending ember 31, 1858.

Articles.	Quantity.	Price of each.	Value.
tural implements.....tons.....	527	$100 00	$52,700 00
.....barrels...	6,465	2 00	12,930 00
, dried.....bushels...	15,912	2 00	31,824 00
tural products.....tons.....	8,932	200 00	1,786,400 00
.....barrels...	341	6 00	2,046 00
.....pounds...	56,928	20	11,385 60
s.....tons.....	814	100 00	81,400 00
.....do.....	116,984	4 00	467,936 00
.....barrels...	14,982	4 00	59,928 00
.....boxes...	41,928	3 00	125,784 00
.....M.....	81,912	10 00	819,120 00
old furniture, (estimated).....packages...	1,412	10 00	14,120 00
.....tons.....	4,980	90 00	448,200 00
r, oak.....M feet...	5,926	10 00	59,260 00
r, cabinet.....do.....	7,847	20 00	156,940 00
ery, castings.....tons.....	294	100 00	29,400 00
.....kegs.....	41,936	4 00	167,744 00
ags.....tons.....	518	30 00	15,540 00
.....bushels...	26,463	1 00	26,463 00
elts.....bales....	912	50 00	45,600 00
.....tons.....	2,119	200 00	423,800 00
.....barrels...	139	40 00	5,560 00
.....bushels...	11,618	1 00	11,618 00
otal.....			4,855,698 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Z 4.

Statement of the quantity and value of articles of merchandise received by railroad at Erie, Pennsylvania, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Boilers, steam.....number...	3	$1,000 00	$3,000 00
Boots and shoes.....cases....	4,821	30 00	144,630 00
Brooms.....dozens...	640	2 00	1,280 00
Candles, tallow.....boxes...	971	3 00	2,913 00
Candy.....do.....	1,120	3 00	3,360 00
Carriages.....number...	3	500 00	1,500 00
Corn.....bushels...	6,170	60	3,702 00
Drugs and medicines.....packages...	1,640	20 00	32,800 00
Dry goods, (estimated).....do.....	5,734	50 00	286,700 00
Furniture, (estimated).....do.....	2,187	10 00	21,870 00
Hats.....boxes...	538	30 00	16,140 00
Iron.....tons....	384	90 00	34,560 00
Iron safes.....number...	4	200 00	800 00
Lard oil.....barrels...	140	40 00	5,600 00
Linseed oil.....do.....	87	40 00	3,480 00
Merchandise.....tons.....	5,629	300 00	1,688,700 00
Molasses.....barrels...	2,833	16 00	45,328 00
Nails.....kegs....	541	4 00	2,164 00
Oats.....bushels...	21,963	50	10,981 50
Oysters.....half-gall. cans...	27,086	1 00	27,086 00
Peaches, dried.....bushels...	227	2 00	454 00
Saleratus.....boxes....	554	5 00	2,770 00
Spikes.....kegs....	118	4 00	472 00
Starch.....boxes....	445	3 00	1,335 00
Sundries, (estimated).....packages...	5,738	10 00	57,380 00
Stationery.....do.....	377	20 00	7,540 00
Wheat.....bushels...	13,861	1 30	18,019 30
Total.....	.....	.....	2,424,564 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

NOTE.—There is a large quantity of merchandise passes through Erie in transit from east to west, and from west to east, that does not belong to the commerce of the place. This is not included in this statement. J. D. G.

Z 5.

ment of the quantity and value of articles of merchandise shipped lake vessels from the port of Erie, Pennsylvania, during the year ling December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
ltural implements.....tons.....	614	$100 00	$61,400 00
, pot.....do.....	328	100 00	32,800 00
.....bushels...	1,512	1 00	1,512 00
s .....dozens...	287	2 00	574 00
..... pounds...	15,871	20	3,174 20
.....tons.....	96,384	4 00	385,536 00
:rries.....barrels...	342	10 00	3,420 00
›ods, (estimated) .....packages...	121	20 00	2,420 00
barrels.....number...	12,619	1 00	12,619 00
.....barrels...	215	4 00	860 00
miscellaneous.....bushels...	863	1 00	863 00
.....boxes....	44,678	3 00	134,034 00
.....number...	5,688	7 00	39,816 00
s.....do.....	23	100 00	2,300 00
.....tons.....	814	90 00	73,260 00
ailroad.....do.....	1,912	60 00	114,720 00
:r, cabinet..... .....M feet...	9,345	20 00	186,900 00
andise .....tons.....	391	300 00	117,300 00
ıves .....M.....	217	20 00	4,340 00
e..... .....tons.....	183	50 00	9,150 00
s, green.....bushels...	3,271	1 00	3,271 00
es .....do.....	27,657	50	13,828 50
es .....M.....	9,683	4 00	38,732 00
ı.....do.....	367	10 00	3,670 00
.....tons.....	15,683	100 00	1,568,300 00
ıs .....number...	105	50 00	5,250 00
ı-hubs .....do.....	1,354	50	677 00
.....cords....	5,643	2 00	11,286 00
Total.....	.....	.....	2,832,012 70

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Z 6.

Statement of the quantity and value of articles of merchandise shipped by canal vessels from the port of Erie, Pennsylvania, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons.....	412	$100 00	$41,200 00
Agricultural products.....do.....	6,428	200 00	1,285,600 00
Barley.....bushels...	536	80	428 80
Castings.....tons.....	28	100 00	2,800 00
Coffee.....pounds...	119,160	15	17,874 00
Eggs.....dozens...	417,920	10	41,792 00
Fruit, miscellaneous.....bushels...	5,642	1 00	5,642 00
Hardware.....tons.....	29	200 00	5,800 00
Household furniture, (estimated).....packages...	517	10 00	5,170 00
Iron.....tons.....	93	90 00	8,370 00
Iron, pig.....do.....	140	40 00	5,600 00
Leather.....rolls.....	104	30 00	3,120 00
Merchandise.....tons.....	4,938	300 00	1,481,400 00
Salt.....barrels...	14,462	2 00	28,924 00
Shingles.....M.....	327	3 00	981 00
Sundries, (estimated).....packages...	41,916	10 00	419,160 00
Sugar.....barrels...	2,457	30 00	73,710 00
White lead.....tons.....	32	200 00	6,400 00
Total.....	.....	.....	3,433,971 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Z 7.

Statement of the quantity and value of articles of merchandise sent by railroad from Erie, Pennsylvania, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons.....	78	$100 00	$7,800 00
Ashes, pot.....do.....	402	100 00	40,200 00
Beans.....bushels...	1,913	1 00	1,913 00
Boots and shoes.....cases....	174	30 00	5,220 00
Butter.....pounds...	3,784,423	15	567,663 45
Castings.....bundles...	31	10 00	310 00
Chair stuff.....do.....	521	10 00	5,210 00
Cider.....barrels...	367	5 00	1,835 00
Cigars.....M.....	3,841	40 00	153,640 00
Eggs.....dozens...	176,914	10	17,691 40
Empty barrels.....number..	18,344	1 00	18,344 00
Fanning machines.....do.....	283	50 00	14,150 00
Fruit, miscellaneous.....bushels...	2,936	1 00	2,936 00
Groceries.....tons.....	294	300 00	88,200 00

Z 7—Continued.

Articles.	Quantity.	Price of each.	Value.
Hides.....number...	3,170	$6 00	$19,020 00
Household furniture, (estimated).....packages...	4,682	10 00	46,820 00
Horses.....number...	99	100 00	9,900 00
Iron.....tons.....	283	90 00	25,470 00
Leather.....rolls....	106	30 00	3,180 00
Liquors.....barrels...	15	50 00	750 00
Nails.....kegs....	906	4 00	3,624 00
Peaches, dried.....bushels...	1,082	2 00	2,164 00
Peaches, green.....do.....	4,280	1 00	4,280 00
Plaster.....barrels....	535	3 00	1,605 00
Pelts.....bales....	27	10 00	270 00
Rakes.....dozens...	130	5 00	650 00
Rye.....bushels...	9,611	1 00	9,611 00
Sundries, (estimated).....packages...	2,678	10 00	27,680 00
Wool.....pounds...	11,860	30	3,558 00
Total.....	.....	.....	1,083,694 85

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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27. THE UNITED STATES STEAM DREDGE-BOAT ON LAKE ERIE.

I must again call your attention to the condition of this valuable machine. She still lies sunk in one of the docks at Erie, Pennsylvania, from a hole in her bottom, caused by her moorings being carried away in a gale of wind and her surging on her anchor. The movable parts of her engine were taken out and safely stored on shore. She lies on a soft, muddy bottom, in a position which, it is believed, will subject her to but little, if any, injury. She ought, however, to be raised and set to work in dredging some of the harbors on Lake Erie. For this purpose, and to put her in working condition, I recommend an appropriation as follows, viz:

For raising and repairing this steam dredge-boat.....	$1,960 00
For building four new mud-scows, to attend the dredge-boat.....	2,000 00
Total for Lake Erie steam dredge.....	3,960 00

The four scows now belonging to this dredge-boat were built of very poor stuff, and are much worn and scarcely worth the cost of repairs to set them to work again.

These scows having constantly, when in active use, to bear very heavy loads, should be built only of the very best white oak that can be procured.

I have employed a trusty man, at Erie, to look after the dredge, scows, and appurtenances, at a reasonable compensation.

28. DUNKIRK HARBOR, NEW YORK.

The immediate repairs for this work necessary to be made will require an appropriation of $7,500 00
In addition to this sum, if the work is to be completed, which is highly necessary, I would recommend for its continuation an appropriation of 80,363 73

Which will make the sum required for this work, in the first appropriation 87,863 73

The accompanying statement, marked A A 1, shows the number of arrivals and clearances of steam and sail vessels, and the amount of tonnage which thus arrived and cleared at Dunkirk in the year 1858.

The accompanying statements, marked from A A 2 to A A 5, inclusive, show the amount and value of the commerce of Dunkirk during the year 1858, to have been as follows, viz:

Imports.

1. By lake vessels (statement A A 2)	$11,256,256 40
2. By railroads (statement A A 3)	24,953,718 00
Total value of imports in 1858	36,209,974 40

Exports.

1. By lake vessels (statement No. A A 4)	$7,671,022 00
2. By railroads (statement A A 5)	13,446,849 50
Total value of exports in 1858	21,117,871 50

Aggregate value of imports and exports at Dunkirk in 1858 ..... $57,327,845 90

We would refer to our remarks on the natural advantages of this harbor contained in our former reports.

1.—*Statement of the number and tonnage of the steam and sail ves-s that arrived at and cleared from the port of Dunkirk, during year ending December* 31, 1858.

of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
96	171,680	296	171,680	39	6,431	39	6,431

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.
GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

2.—*Statement of the quantity and value of articles of merchandise eived by lake vessels at the port of Dunkirk, New York, during the r ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
pot.....tons...	2,462	$100 00	$246,200 00
.....pounds...	817,638	10	81,763 80
.....barrels...	43,912	10 00	439,120 00
.....tierces...	7,814	15 00	117,210 00
.....pounds...	846,432	20	169,286 40
.....number...	27,916	30 00	837,480 00
.....tons...	8,912	6 00	53,472 00
.....bushels...	205,830	60	123,498 00
.....bales...	2,160	50 00	108,000 00
.....dozens...	914,572	10	91,457 20
.....barrels...	827,912	4 00	3,311,648 00
re (estimated).....packages...	3,242	10 00	32,420 00
.....number...	74,947	6 00	449,682 00
nes .....barrels...	34,917	10 00	349,170 00
.....number...	248	100 00	24,800 00
alive.....do.....	19,812	15 00	297,180 00
, pine.....M feet...	5,638	10 00	56,380 00
, cabinet.....do.....	1,865	20 00	37,300 00
res.....M.....	9,813	25 00	245,325 00
.....bushels...	107,636	50	53,818 00
.....barrels...	15,988	3 00	47,964 00
....do.....	18,677	2 00	37,354 00
.....number...	15,180	3 00	45,540 00
s.....M.....	1,917	3 00	5,751 00
s (estimated).....packages...	94,182	10 00	941,820 00
.....barrels...	18,639	40 00	745,560 00
.....bushels...	1,812,457	1 00	1,812,457 00
.....pounds...	1,236,500	40	494,600 00
Total.....	.....	.....	11,256,256 40

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.
E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A A 3.

Statement of the quantity and value of articles of merchandise received by railroad at Dunkirk (New York) Station, during the year ending December 31, 1859.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons...	172	$100 00	$17,200 00
Apples, dried.....bushels...	15,927	2 00	31,854 00
Boots and shoes.....cases...	27,834	30 00	835,020 00
Carpeting.....bales...	1,754	50 00	87,700 00
Car wheels.....tons...	3,563	60 00	213,780 00
Cattle.....number...	94,763	30 00	2,842,890 00
Chairs.....do.....	674	1 00	674 00
Cider.....barrels...	1,021	8 00	8,168 00
Flour.....do.....	124,183	4 00	496,732 00
Furniture (estimated).....packages...	27,684	10 00	276,840 00
Glass.....boxes...	14,926	3 00	44,778 00
Hats.....do.....	6,871	30 00	206,130 00
Horses.....number...	6,143	100 00	614,300 00
Hogs, alive.....do.....	131,684	15 00	1,975,260 00
India rubber goods.....packages...	9,873	20 00	197,460 00
Liquors.....barrels...	3,821	20 00	76,420 00
Lemons.....boxes...	6,583	5 00	32,915 00
Merchandise.....tons...	43,727	300 00	13,118,100 00
Molasses.....barrels...	9,118	16 00	145,888 00
Oysters.....half-gallon cans...	513,183	1 00	513,183 00
Pork.....barrels...	27,184	15 00	407,760 00
Sheep.....number...	131,682	3 00	395,046 00
Sundries (estimated).....packages...	214,927	10 00	2,149,270 00
Sugar.....barrels...	10,654	25 00	266,350 00
Total.....	.....	.....	24,953,718 00

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineer.
OFFICE GENERAL SUPERINTENDENCE, *Chicago, October* 31, 1859.

A A 4.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Dunkirk, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons...	3,462	$100 00	$346,200 00
Boilers, steam.....number...	6	1,000 00	6,000 00
Castings.....tons...	872	100 00	87,200 00
Dry goods (estimated).....packages...	1,479	20 00	29,580 00
Furniture (estimated).....do.....	9,166	10 00	91,660 00
Groceries.....tons...	731	300 00	219,300 00
Hardware.....do.....	926	200 00	185,200 00
Horses.....number...	113	100 00	11,300 00

A A 4—Continued.

Articles.	Quantity.	Price of each.	Value.
.....tons...	716	$90 00	$64,440 00
cabinet.....M feet...	738	20 00	14,760 00
lise .....tons...	21,862	300 00	6,558,600 00
s.....M.....	126	20 00	2,520 00
dried.....bushels...	1,781	2 00	3,562 00
.....number...	83	100 00	8,300 00
.....hogsheads...	290	80 00	23,200 00
d.....tons...	96	200 00	19,200 00
tal.....	.....	.....	7,674,022 00

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

A A 5.

nt of the quantity and value of articles of merchandise sent by oad from Dunkirk, New York, during the year ending December 858.

Articles.	Quantity.	Price of each.	Value.
t.....tons...	3,873	$100 00	$387,300 00
.....barrels...	74,127	10 00	741,270 00
.....tierces...	2,963	15 00	44,445 00
.....number...	47,962	30 00	1,438,860 00
.....tons...	916	200 00	183,200 00
.....bushels...	787,610	60	472,566 00
.....barrels...	387,917	4 00	1,551,668 00
ls .....bushels...	284,632	2 00	569,264 00
.....barrels...	15,687	20 00	313,740 00
.....number...	193,606	6 00	1,161,636 00
s.....barrels...	23,610	10 00	236,100 00
.....number...	1,206	100 00	120,600 00
ed.....do.....	23,807	15 00	357,105 00
re .....do.....	143,131	15 00	2,146,965 00
.....barrels...	11,686	40 00	467,440 00
.....bushels...	74,670	1 00	74,670 00
....barrels...	8,942	3 00	26,826 00
.....bushels...	724,839	50	362,419 50
.....tierces...	14,131	20 00	282,620 00
.....barrels...	56,389	15 00	845,835 00
.....bushels...	284,116	50	142,058 00
.....do.....	87,010	1 00	87,010 00
s.....number...	8,130	10 00	81,300 00
.....barrels...	19,568	40 00	782,720 00
.....do.....	387	20 00	7,740 00
.....bushels...	561,492	1 00	561,492 00
tal.....	.....	.....	13,446,849 50

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

29. BUFFALO HARBOR, NEW YORK.

I present here an estimate of the appropriation now required for this work, specifying therein the nature of the work to be done. It is as follows, viz:

1. For repairs of the tow-path of the United States pier...	$19,520 85
2. For rebuilding the wall in front of the light-house.....	1,895 50
3. For dredging 16,167 cubic yards along the United States pier and off the entrance, at 50 cents per cubic yard	8,083 50
4. For contingencies, such as transportation, stationery, fuel, &c.....	500 15
Amount required for Buffalo harbor, New York.....	30,000 00

The accompanying statement, marked B B 1, show the number of arrivals and clearances of steam and sail vessels—of the latter, both American and foreign—at Buffalo, in the year 1858, and the amount of tonnage which thus arrived and cleared in that year.

The accompanying statements, marked from B B 2 to B B 7, show the amount and value of the commerce of Buffalo for the year 1858, as follows, viz:

Imports.

1. By lake vessels (statement B B 2).....	$38,501,165 80
2. By canal (statement B B 3).....	32,217,517 12
3. By railroads (statement B B 4).....	46,118,043 10
Total value of imports at Buffalo in 1858.....	116,836,726 02

Exports.

1. By lake vessels (statement B B 5).....	$30,683,347 25
2. By canal (statement B B 6).....	28,378,840 35
3. By railroads (statement B B 7).....	26,720,385 20
Total value of exports at Buffalo in 1858.....	85,782,572 80
Aggregate value of the imports and exports of Buffalo in the year 1858.....	$202,619,298 82

B B 1.

Statement of the number and tonnage of the American and foreign steam and sail vessels that arrived at the port of Buffalo during the year ending December 31, 1858.

Class of vessels.	Number of arrivals of American sail vessels.	Number of arrivals of foreign sail vessels.	Tonnage in American sail vessels arrived.	Tonnage in foreign sail vessels arrived.	Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.
American	2,853	.....	1,085,480	.....	.....	.....
Foreign	.....	425	.....	39,216	.....	.....
Steam vessels	.....	.....	.....	.....	895	537,061

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Statement of the number and tonnage of the American and foreign steam and sail vessels that cleared from the port of Buffalo during the year ending December 31, 1858.

Class of vessels.	No. of clearances of American sail vessels.	Tonnage in American sail vessels cleared.	No. of clearances of foreign sail vessels.	Tonnage in foreign sail vessels cleared.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.
American	2,557	1,105,553	.....	.....	.....	.....
Foreign	.....	.....	425	39,216	.....	.....
Steam vessels	.....	.....	.....	.....	891	534,627

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Buffalo, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons.....	3,487	$100 00	$348,700 00
Bacon.....pounds...	3,984,970	10	398,497 00
Barley.....bushels...	48,487	80	38,789 60
Beans.....do.....	5,358	2 00	10,716 00
Beef.....barrels...	130,101	10 00	1,301,010 00
Bones.....tons.....	3,427	50 00	171,350 00
Broom corn.....bales....	5,722	50 00	286,100 00
Butter.....pounds...	2,083,943	20	416,788 60
Buffalo robes.....bales....	361	100 00	36,100 00
Cedar posts.....number...	27,614	10	2,761 40
Cattle.....do.....	29,594	30 00	887,820 00
Coal.....tons....	61,648	5 00	308,240 00
Corn.....bushels...	6,635,118	60	3,981,070 80
Crockery.....crates...	4,020	50 00	201,000 00
Eggs.....dozens...	1,384,512	10	138,451 20
Fish.....barrels...	12,206	7 00	85,442 00
Feathers..... pounds...	22,970	50	11,485 00
Flour.....barrels...	1,541,806	4 00	6,167,224 00
Flax.....bales...	468	100 00	46,800 00
Furs.....do...	1,317	50 00	65,850 00
Grass seed.....bushels...	327,126	2 00	654,252 00
Grease.....barrels...	918	20 00	18,360 00
Grindstones.....tons....	2,180	30 00	65,400 00
Hams.....barrels...	8,726	20 00	174,520 00
Hides.....number...	145,011	7 00	1,015,077 00
Highwines.....barrels...	58,597	10 00	585,970 00
Household furniture (estimated).....packages...	14,612	10 00	146,120 00
Horses.....number...	452	100 00	45,200 00
Hogs, alive.....do.....	107,468	15 00	1,612,020 00
Iron.....tons....	2,719	90 00	244,710 00
Lard.....barrels...	13,865	40 00	554,600 00
Laths..... M.....	828	2 00	1,656 00
Lead.....pounds...	2,656,388	10	265,638 80
Leather.....rolls....	4,158	30 00	124,740 00
Lumber, pine.....M feet...	65,447	20 00	1,308,940 00
Malt.....bushels...	14,986	1 00	14,986 00
Meal.....barrels...	1,633	4 00	6,532 00
Mill feed.....tons....	1,384	20 00	27,680 00
Nails.....kegs....	17,680	4 00	70,720 00
Oak staves.....M.....	14,885	25 00	372,125 00
Oats.....bushels...	2,210,484	60	1,326,290 40
Oil cake.....tons....	14,812	50 00	740,600 00
Oils.....barrels...	2,870	40 00	114,800 00
Paper rags.....tons....	971	40 00	38,840 00
Pails.....dozens...	498	2 00	996 00
Plaster.....barrels...	1,150	3 00	3,450 00
Potatoes.....bushels...	64,436	50	32,218 00
Pelts.....bales....	5,678	50 00	283,900 00
Reapers.....number...	515	150 00	77,250 00
Rye.....bushels...	101,014	1 00	101,014 00
Sheep.....number...	44,904	4 00	179,616 00
Ship-knees.....do.....	4,160	10 00	41,600 00
Shingles.....M.....	5,518	4 00	22,072 00
Shingle bolts.....cords....	819	6 00	4,914 00
Stone.....do.....	412	6 00	2,472 00

B B 2—Continued.

Articles.	Quantity.	Price of each.	Value.
estimated)....packages...	115,482	$10 00	$1,154,820 00
....barrels...	12,194	40 00	487,760 00
ine....M feet...	2,193	10 00	29,130 00
....pounds...	2,387,924	20	477,584 80
....barrels...	614	30 00	18,420 00
....bushels...	10,451,139	1 00	10,451,139 00
....barrels...	19,612	10 00	196,120 00
....cords....	5,630	2 00	11,260 00
....pounds...	1,228,643	40	491,457 20
tal....	....	....	38,501,165 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 3.

nt of the quantity and value of articles of merchandise received nal at the port of Buffalo, New York, during the year ending nber 31, 1858.

Articles.	Quantity.	Price of each.	Value.
....barrels...	31,980	$2 00	$63,960 00
....bushels...	71,227	80	56,981 60
....number...	281	100 00	28,100 00
....tons....	283	20 00	5,660 00
....do....	2,010	50 00	100,500 00
....pounds...	38,874	10	3,887 40
....tons....	27,363	5 00	136,815 00
....pounds...	5,261,538	15	789,230 70
....bushels...	2,460	60	1,476 00
....crates....	3,172	100 00	317,200 00
....bales....	980	75 00	73,500 00
....barrels...	6,128	5 00	30,640 00
ellaneous....bushels...	15,754	1 00	15,754 00
, (estimated)....packages...	9,345	10 00	93,450 00
....bales....	2,973	50 00	148,650 00
....pounds...	574,974	08	45,997 92
....tons....	3,541	90 00	318,690 00
....do....	6,415	45 00	288,675 00
oad....do....	2,523	60 00	151,380 00
....number...	3,871	200 00	774,200 00
....tons....	13	500 00	6,500 00
lise ....do....	85,170	300 00	25,551,000 00
....barrels...	17,563	20 00	351,260 00
....tons....	12	50 00	600 00
....bushels...	4,808	1 00	4,808 00

BB 3—Continued.

Articles.	Quantity.	Price of each.	Value.
Pork.....barrels...	8	$15 00	$120 00
Potatoes.....bushels...	39,007	50	19,503 50
Salt.....barrels...	151,982	2 00	303,964 00
Salt.....tons.....	38,502	12 00	462,024 00
Steam engines.....number...	147	1,000 00	147,000 00
Sundries, (estimated).....packages...	38,744	10 00	387,440 00
Sugar.....barrels...	61,542	25 00	1,538,550 00
Total.....	.....	.....	32,217,517 12

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 4.

Statement of the quantity and value of articles of merchandise received by railroad at Buffalo, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Boots and shoes.....cases....	141,870	$30 00	$4,256,100 00
Butter.....pounds...	181,960	15	27,294 00
Car wheels.....tons.....	3,871	60 00	232,260 00
Castings.....bundles...	1,867	10 00	18,670 00
Castings.....tons.....	3,484	60 00	209,040 00
Cheese.....pounds...	1,504,871	10	150,487 10
Coffee.....do.....	1,381,960	15	207,294 00
Fruit, miscellaneous.....bushels...	193,461	1 00	193,461 00
Furniture, (estimated).....packages...	114,347	10 00	1,143,470 00
Groceries.....tons.....	18,112	300 00	5,433,600 00
Hardware.....do.....	6,913	200 00	1,382,600 00
Iron, railroad chairs.....bundles...	18,279	10 00	182,790 00
Leather.....rolls....	14,616	30 00	438,480 00
Lumber, oak.....M feet...	4,587	10 00	45,870 00
Lumber, cabinet.....do.....	9,104	20 00	182,080 00
Merchandise.....tons..	103,927	300 00	31,178,100 00
Oysters.....half-gallon cans...	554,987	1 00	554,987 00
Oils.....barrels...	6,873	40 00	274,920 00
Total.....	.....	.....	46,118,043 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 5.

:nt of the quantity and value of articles of merchandise shipped ke vessels from the port of Buffalo, New York, during the year ıg December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
ıral implements.....tons.....	3,687	$100 00	$368,700 00
.....barrels...	19,672	2 00	39,344 00
dried.....bushels...	27,691	2 00	55,382 00
.....barrels...	5,783	6 00	34,698 00
d shoes.....cases....	15,622	30 00	468,660 00
.....number...	385	100 00	38,500 00
imitation sperm.....pounds...	3,674	6 00	22,044 00
els.....tons.....	817	60 00	49,020 00
.....do.....	432	100 00	43,200 00
.....pounds...	887,938	10	88,793 80
.....barrels...	1,571	6 00	9,426 00
.....tons....	17,691	6 00	106,146 00
.....pounds...	236,819	15	35,522 85
ls, (estimated).....packages...	6,944	20 00	138,880 00
scellaneous.....bushels...	12,407	1 00	12,407 00
:, (estimated).....packages...	19,614	10 00	196,140 00
.....tons.....	9,673	300 00	2,901,900 00
e.....do.....	2,687	200 00	537,400 00
.....number...	901	100 00	90,100 00
.....tons.....	2,783	90 00	250,470 00
road.....do.....	15,644	60 00	938,640 00
.....rolls.....	1,987	20 00	39,740 00
.....tons.....	3,412	100 00	341,200 00
dise.....do.....	74,685	300 00	22,405,500 00
.....hogsheads...	6,376	40 00	255,040 00
.....kegs.....	4,171	4 00	16,684 00
.....barrels...	918	40 00	36,720 00
.....do.....	216	10 00	2,160 00
.....barrels...	98,678	1 50	148,017 00
.....,bags....	238,926	10	23,892 60
ıdlery.....tons.....	514	200 00	102,800 00
.....number...	186	50 00	9,300 00
.....tons.....	225	100 00	22,500 00
gines.....number...	12	3,000 00	36,000 00
(estimated).....packages...	16,782	10 00	167,820 00
.....hogsheads...	1,641	80 00	131,280 00
.....number...	563	50 00	28,150 00
.....barrels...	1,917	10 00	19,170 00
d.....tons.....	2,360	200 00	472,000 00
tal.....	.....	.....	30,683,347 25

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 6.

Statement of the quantity and value of articles of merchandise shipped by canal vessels from the port of Buffalo, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons....	766	$100 00	$76,600 00
Bacon.....pounds...	30,050	10	3,005 00
Barley.....bushels...	204,293	80	163,434 40
Beef.....barrels...	72,504	10 00	725,040 00
Butter.....pounds...	515,182	20	103,036 40
Castings.....tons....	113	100 00	11,300 00
Cattle.....number...	11	30 00	330 00
Coal.....tons....	16,259	5 00	81,295 00
Copper ore.....do.....	2,286	500 00	1,143,000 00
Cornmeal.....bushels...	150	1 00	150 00
Cotton.....bales....	1,469	50 00	73,450 00
Flour.....barrels...	771,602	4 00	3,086,408 00
Flaxseed.....bushels...	6,421	2 00	12,842 00
Feed meal.....tons....	5,182	20 00	103,640 00
Fruit, miscellaneous.....bushels...	16,213	1 00	16,213 00
Furniture, (estimated).....packages...	3,623	10 00	36,230 00
Furs.....bales....	110	50 00	5,500 00
Glass.....boxes....	1,901	4 00	7,604 00
Hemp.....bales....	100	50 00	5,000 00
Hides.....tons....	285	140 00	39,900 00
Highwines.....barrels...	51,180	10 00	511,800 00
Hops.....bales....	96	40 00	3,840 00
Iron.....tons....	462	90 00	41,580 00
Iron, pig.....do.....	1,465	40 00	58,600 00
Iron, railroad, (old).....do.....	228	30 00	6,840 00
Lard.....barrels...	11,988	40 00	479,520 00
Lead.....pounds...	28,000	10	2,800 00
Leather.....tons....	93	400 00	37,200 00
Lumber, pine.....M feet...	51,618	20 00	1,032,360 00
Merchandise.....tons....	28,279	300 00	8,489,100 00
Nails.....kegs....	4,600	4 00	18,400 00
Oats.....bushels...	1,919,214	50	959,607 00
Oil cake.....tons....	7,791	50 00	389,550 00
Oils.....barrels...	6,387	40 00	255,480 00
Pork.....do.....	38,602	15 00	579,030 00
Potatoes.....bushels...	22,401	75	16,800 75
Rye.....do.....	64,528	1 00	64,528 00
Shingles.....M.....	4,437	4 00	17,748 00
Staves and headings.....do.....	35,521	20 00	710,420 00
Wheat.....bushels...	8,294,890	1 00	8,294,890 00
Wool.....pounds...	1,786,922	40	714,768 80
Total.....	.....	.....	28,378,840 35

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lieut. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

B B 7.

ıt of the quantity and value of articles of merchandise sent by ad from Buffalo, New York, during the year ending December 358.

Articles.	Quantity.	Price of each.	Value.
t.....tons....	2,467	$100 00	$246,700 00
.....pounds...	2,365,487	10	236,548 70
.....bushels...	59,820	80	47,856 00
.....barrels...	84,937	10 00	849,370 00
.....number...	119,338	30 00	3,580,140 00
.....bushels...	745,822	60	447,493 20
s .....barrels...	3,626	10 00	36,260 00
.....dozens...	188,973	10	18,897 30
.....barrels...	9,013	6 00	54,078 00
.....do.....	688,926	4 50	3,100,167 00
(estimated) .....packages...	27,341	10,00	273,410 00
.....bales....	1,361	50 00	68,050 00
s.....bushels...	24,140	3 00	72,420 00
.....number...	145,983	7 00	1,021,881 00
ı.....barrels...	138,624	10 00	1,386,240 00
d*.....number...	44,980	15 00	674,700 00
e.....do.....	237,617	15 00	3,564,255 00
.....barrels...	21,644	40 00	865,760 00
.....pounds...	1,265,920	10	126,592 00
.....barrels...	19,812	4 00	79,248 00
se.....tons....	8,683	300 00	2,604,900 00
.....barrels...	2,611	40 00	104,440 00
.....do.....	35,421	15 00	531,315 00
.....bushels...	194,612	50	97,306 00
.....do.....	57,019	1 00	57,019 00
.....number...	104,073	4 00	416,292 00
s.....bales....	16,520	10 00	165,200 00
(estimated).....packages...	265,109	10 00	2,651,090 00
.....pounds...	2,674,928	20	534,985 60
.....bushels...	1,612,216	1 25	2,015,270 00
.....barrels...	27,682	10 00	276,820 00
.....pounds...	1,718,938	30	515,681 40
ıl.....	.....	.....	26,720,385 20

gs are generally larger than those which are killed, which accounts for the simi-luation.

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

An additional steam-dredge for Lake Erie.

I would here reiterate my former recommendations in favor of an additional steam-dredge with six mud-scows for Lake Erie. Also that the present dredge on this lake be supplied, when repaired, with two additional mud-scows, so as to make the number six instead of four. These dredges can all perform work enough to keep six scows busily employed in removing the materials they excavate.

The views already presented in favor of a liberal use of these machines in the improvement of our lake harbors, will be found, together with the estimates in full in this case, at pages 123 to 126 of Senate Ex. Doc. No. 42 of the Thirty-fifth Congress, first session.

The amount called for in the estimate (see page 126) is $19,232.

IV. LAKE ONTARIO HARBOR WORKS.

30. OAK ORCHARD HARBOR, NEW YORK.

The estimates for this harbor, presented in my last year's report, and here resubmitted, amount, for the completion of this harbor, to $51,761 90. (See p. 1184 of H. R. Doc. No. 2 of the Thirty-fifth Congress, second session.)

The accompanying statement, marked C C 1, shows the number of arrivals and clearances of vessels, and the amount of tonnage which arrived and cleared at the port of Oak Orchard, New York, in 1858.

Statements C C 2 and C C 3 show the amount and value of the commerce of Oak Orchard harbor for the year 1858, as follows, viz:

Imports by lake vessels (statement C C 2).....	$143,549 00
Exports by lake vessels (statement C C 3).....	83,629 10
Aggregate value of the imports and exports of Oak Orchard, New York, in 1858.....	227,178 10

C C 1.

Statement of the number and tonnage of the vessels that arrived at and cleared from the port of Oak Orchard, New York, during the year ending December 31, 1858.

Number of arrivals of sail vessels.	Tonnage of sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
43	5,480	47	5,917

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFCE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

C C 2.

ent of the quantity and value of articles of merchandise received ke vessels at the port of Oak Orchard creek, New York, during ear ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	134	$6 00	$804 00
bulk, (estimated)	618	10 00	6,180 00
.....bundles.	18	10 00	180 00
.....tons.....	123	6 00	738 00
.....bushels...	415	60	249 00
ls, (estimated).....packages.	314	20	6,280 00
e, (estimated).....do.....	87	10 00	870 00
.....boxes....	39	3 00	117 00
.....number...	514	2 00	1,028 00
.....tons.....	8	90 00	720 00
oil.....barrels...	15	40 00	600 00
dise.....tons.....	387	300 00	116,100 00
.....kegs.....	112	4 00	448 00
.....dozens...	27	2 00	54 00
.....barrels...	115	3 00	345 00
.....do.....	61	15 00	915 00
.....do.....	618	2 00	1,236 00
.....boxes....	105	3 00	315 00
.....tons.....	3	200 00	600 00
(estimated).....packages.	416	10 00	4,160 00
.....barrels...	35	30 00	1,050 00
.....do.....	56	10 00	560 00
tal.....	.....	.....	143,549 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

CC 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Oak Orchard, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples.....barrels...	286	$2 00	$572 00
Apples, dried.....bushel...	916	2 00	1,832 00
Butter.....pounds...	8,617	20	1,723 40
Cider.....barrels...	216	6 00	1,296 00
Eggs.....dozens...	21,612	10	2,161 20
Fish.....barrels...	206	6 00	1,236 00
Fruit, miscellaneous.....bushels...	614	1 00	614 00
Furniture, (estimated).....packages...	129	10 00	1,290 00
Hoops.....M.....	630	10 00	6,300 00
Hoop-poles.....do.....	127	10 00	1,270 00
Lumber, oak.....M feet...	912	12 00	10,944 00
Lumber, cabinet.....do.....	382	20 00	7,640 00
Oak staves.....M.....	173	25 00	4,325 00
Potatoes.....bushels...	9,027	50	4,513 50
Rye.....do.....	2,644	1 00	2,644 00
Timber, oak.....M feet...	327	12 00	3,924 00
Wood.....cords....	15,672	2 00	31,344 00
Total.....	.....	.....	83,629 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

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31. GENESEE HARBOR, AT THE MOUTH OF GENESEE RIVER, NEW YORK.

This harbor was formerly called Charlotte harbor.

I refer to page 1185 of H. R. Doc., No. 2, of the Thirty-fifth Congress, second session, for the estimate of this work, which is here renewed, amounting to $41,084 34.

The accompanying statement, DD 1, shows the number of arrivals and clearances of vessels, and the amount of tonnage, both in steam and sail vessels, which arrived and cleared at the port of Genesee, New York, in the year 1858. The accompanying statements, marked from DD 2 to DD 5, show the amount and value of the commerce of Genesee for the year 1858, as follows, viz:

Imports.

1. By lake vessels (statement D D 2)	$1,202,105 00
2. By railroads (statement D D 3)	2,453,291 15
Total value of imports in 1858	3,655,396 15

Exports.

1. By lake vessels (statement DD 4)	$338,555 00
2. By railroads (statement DD 5)	1,313,677 95
Total value of exports in 1858	1,652,232 95
Aggregate value of imports and exports at Genesee, New York, in the year 1858	$5,307,629 10

D D 1.

Statement of the number and tonnage of the steam and sail vessels that arrived at and cleared from the port of Genesee, New York, during the year ending December 31, 1858.

Number of arrivals of steam vessels.	Tonnage in steam vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.	Number of arrivals of sail vessels.	Tonnage in sail vessels arrived.	No. of clearances of sail vessels.	Tonnage in sail vessels cleared.
237	118,723	237	118,723	518	13,864	511	13,037

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D D 2.

Statement of the quantity and value of articles of merchandise r[illegible] by lake vessels at the port of Genesee, New York, during the ye[illegible] ing December 31, 1858.

Articles.	Quantity.	Price of each.	Val[illegible]
Ashes, pot.....tons.....	48	$100 00	$4,[illegible]
Barley .....bushels...	11,984	80	9,[illegible]
Beef .....barrels...	1,387	10 00	13,[illegible]
Broom corn .....bales....	81	50 00	4,[illegible]
Cedar posts.....number...	4,960	10	4[illegible]
Cattle.....do.....	13	30 00	3[illegible]
Coal .....tons....	12,910	6 00	77,4[illegible]
Corn .....bushels...	45,120	60	27,0[illegible]
Empty barrels .....number...	812	1 00	812
Fish..... barrels...	617	6 00	3,702
Flour.....do.....	13,983	4 00	55,932 [illegible]
Grass seeds.....bushels...	2,162	2 00	4,324 [illegible]
Groceries .....tons.....	612	300 00	183,600 [illegible]
Hams..... barrels...	816	20 00	16,320 [illegible]
Hides ....number...	4,167	6 00	25,002 00
Household furniture, (estimated).....packages.	1,621	10 00	16,210 00
Lard .....barrels...	425	40 00	17,000 00
Lumber, pine.....M. feet...	9 186	12 00	110,232 00
Malt .....bushels...	2,456	1 00	2,456 00
Meal .....barrels...	278	3 00	834 00
Oil cake.....tons.....	170	50 00	8,500 00
Pork.....barrels...	2,965	15 00	44,475 00
Potatoes .....bushels...	27,912	50	13,956 00
Pelts.....bales.....	618	50 00	30,900 00
Rye .....bushels...	4,864	1 00	4,864 00
Sheep.....number...	284	3 00	852 00
Shingles .....M.....	2,148	4 00	8,592 00
Stone .....cords....	120	6 00	720 00
Sundries, (estimated).....packages...	15,610	10 00	156,100 00
Timber, pine.....M. feet...	814	10 00	8,140 00
Timber, oak.....do.....	328	10 00	3,280 00
Wheat .....bushels...	321,982	1 00	321,982 00
Wool..... pounds...	63,987	40	25,594 80
Total.....	.....	.....	1,202,105 00

J. D. GRAHAM,
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OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D D 3.

t of the quantity and value of articles of merchandise received lroad at Genesee, New York, during the year ending December 58.

Articles.	Quantity.	Price of each.	Value.
al implements.....tons....	473	$100 00	$47,300 00
.....barrels...	2,014	2 00	4,028 00
..... bushels...	1,827	80	1,461 60
shoes.....cases....	4,186	30 00	125,580 00
.....dozens...	488	2 00	976 00
....number...	14	100 00	1,400 00
..... boxes....	340	3 00	1,020 00
..... number...	163	30 00	4,890 00
.....barrels...	475	5 00	2,375 00
.....tons....	605	5 00	3,025 00
.....pounds...	16,982	15	2,547 30
s .....barrels...	193	10 00	1,930 00
.....crates....	130	100 00	13,000 00
, (estimated).....packages...	5,180	20 00	103,600 00
ellaneous.....bushels...	4,979	1 00	4,979 00
estimated).....packages..	3,021	10 00	30 210 00
.....boxes....	3,309	3 00	9,927 00
..... barrels...	107	10 00	1,070 00
.....tons.....	4,186	300 00	1,255,800 00
....do.....	143	200 00	28,600 00
.....boxes....	217	30 00	6,510 00
.....bales.....	63	50 00	3,150 00
furniture (estimated).....packages.	1,917	10 00	19,170 00
ed.....number...	580	15 00	8,700 00
.....barrels...	138	40 00	5,520 00
.....rolls.....	267	20 00	5,340 00
se .....tons.....	1,984	300 00	595,200 00
.....barrels...	381	16 00	6,096 00
.....kegs.....	2,807	4 00	11,228 00
..... bushels...	10,917	50	5,458 50
.....half-gallon cans.	16,873	1 00	16,873 00
ried .....bushels...	2,027	2 00	4,058 00
.....barrels...	1,976	3 00	5,928 00
.....bushels...	16,811	50	8,405 50
.....boxes.....	9,801	3 00	29,403 00
stimated).....packages.	6,930	10 00	69,300 00
bs.....number...	16,105	25	4,026 25
.....barrels...	521	10 00	5,210 00
l.....	.....	.....	2,453,291 15

J. D. GRAHAM,
Major Top. Eng'rs., Bvt. Lt. Col., Superintending Engineer.

ENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D D 4.—*Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Genesee, mouth of Genesee river, New York, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bulk, (estimated)....barrels...	3,489	$10 00	$34,870 00
Bedsteads....number...	91	5 00	455 00
Boilers, steam....do....	8	2,000 00	16,000 00
Boots and shoes....cases....	1,928	30 00	57,840 00
Carriages....number...	3	500 00	1,500 00
Castings....bundles...	206	10 00	2,060 00
Chairs....number...	1,916	1 00	1,916 00
Dry goods, (estimated)....packages...	2,861	10 00	28,610 00
Flour....barrels...	149	4 00	596 00
Furniture, (estimated)....packages...	3,722	10 00	37,220 00
Groceries....tons....	91	300 00	27,300 00
Horses....number...	47	100 00	4,700 00
Iron....tons....	128	90 00	11,520 00
Leather....rolls....	82	30 00	2,460 00
Machinery castings....tons....	11	100 00	1,100 00
Merchandise....do....	283	300 00	84,900 00
Molasses....barrels...	120	16 00	1,920 00
Paper....bundles...	347	5 00	1,735 00
Pails....dozens...	39	2 00	78 00
Potatoes....bushels...	16,824	50	8,412 00
Salt....barrels...	270	2 00	540 00
Sheep....number...	191	3 00	573 00
Sugar....barrels...	60	25 00	1,500 00
Wagons....number...	215	50 00	10,750 00
Total....	....	....	338,555 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

D D 5.—*Statement of the quantity and value of articles of merchandise sent by railroad from Genesee harbor, New York, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements....tons....	741	$200 00	$148,200 00
Barley....bushels...	29,188	80	23,350 40
Butter....pounds...	109,384	20	21,966 80
Flour....barrels...	83,972	5 00	419,860 00
Furniture, (estimated)....packages...	1,293	10 00	12,930 00
Hides....number...	1,274	6 00	7,644 00
Household furniture, (estimated)....packages...	1,728	10 00	17,280 00
Lumber, pine....M feet...	9,204	20 00	184,080 00
Potatoes....bushels...	128,307	50	64,153 50
Shingles....M....	11,628	4 00	46,512 00
Wheat....bushels...	294,161	1 25	367,701 25
Total....	....	....	1,313,677 95

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

32. SODUS BAY HARBOR, WAYNE COUNTY, NEW YORK.

ıeg to refer to my previous reports, to be found printed in Senate Doc., No. 42, of the Thirty-fifth Congress, first session, from pages to 147; and in H. R. Doc., No. 2, of the Thirty-fifth Congress, nd session, at pages 185 and 186, for full information in regard to harbor. The estimate will be found amounting to $40,806. I beg 'e here to renew that estimate.

'he accompanying statement, marked E E 1, shows the number of ivals and departures of vessels, and the amount of tonnage which ived and departed at this port in 1858. The accompanying statents, marked E E 2 and E E 3, show the amount and value of the nmerce in the year 1858, as follows, viz:

ports by lake vessels (statement E E 2)	$136,173 00
ports by lake vessels (statement E E 3)	114,400 00
gregate value of the imports and exports at this harbor, n 1858	250,573 00

E E 1.

tement of the number and tonnage of the vessels that arrived at and leared from the port of Sodus Bay, Wayne connty, New York, during ıe year ending December 31, 1858.

nber of arrivals f sail vessels.	Tonnage of sail vessels arrived.	No. of departures of sail vessels.	Tonnage in sail vessels cleared.
21	4,263	19	3,874

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

FICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

EE 2.—*Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Sodus Bay, Wayne county, New York, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barrels, bulk, (estimated)	612	$10 00	$6,120 00
Beans ..... bushels...	54	2 00	108 00
Boots and shoes ..... cases....	45	30 00	1,350 00
Candles, tallow ..... boxes...	113	3 00	339 00
Coal ..... tons....	162	5 00	810 00
Fish ..... barrels...	139	6 00	780 00
Flour ..... do.....	514	5 00	2,570 00
Glass ..... boxes...	108	3 00	324 00
Groceries ..... tons....	41	300 00	12,300 00
Hats ..... boxes...	26	30 00	780 00
Leather ..... rolls....	93	30 00	2,790 00
Liquors ..... barrels...	18	20 00	360 00
Lumber, pine ..... M feet...	168	10 00	1,680 00
Merchandise ..... tons....	328	300 00	98,400 00
Plaster ..... barrels...	178	3 00	534 00
Pork ..... do.....	44	15 00	660 00
Salt ..... do.....	1,814	2 00	3,628 00
Sugar ..... do.....	47	30 00	1,410 00
Wagons ..... number...	13	50 00	650 00
Whisky ..... barrels...	58	10 00	580 00
Total.....	.....	.....	136,173 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

EE 3.—*Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Sodus Bay, Wayne county, New York, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark ..... cords....	960	$6 00	$5,760 00
Beans ..... bushels...	316	2 00	632 00
Butter ..... pounds...	27,965	20 00	5,593 00
Cider ..... barrels...	77	6 00	462 00
Fish ..... do.....	192	6 00	1,152 00
Hides ..... number...	328	7 00	2,296 00
Household furniture, (estimated) ..... packages ...	33	10 00	330 00
Lime ..... barrels...	157	1 00	157 00
Oak and cherry lumber ..... M feet...	343	10 00	3,430 00
Paper rags ..... tons....	5,640	1 00	5,640 00
Rye ..... bushels...	918	1 00	918 00
Spokes ..... M.....	27	12 00	324 00
Staves and headings ..... do.....	3,694	12 00	44,328 00
Wood ..... cords....	21,689	2 00	43,378 00
Total.....	.....	.....	114,400 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 1859.

marked F F 2 and F F 3, show the amount and value of the com-
of this harbor in 1858, as follows, viz:

s by lake vessels (statement F F 2).....	$50,923 00
s by lake vessels (statement F F 3).....	70,024 40
gate value of the imports and exports at this harbor, e year 1858.....	129,947 40

F F 1.

nt of the number and tonnage of the vessels that arrived at and d from the port of Sodus Bay, Cayuga county, New York, during ar ending December 31, 1858.

f arrivals of essels.	Tonnage in sail vessels arrived.	Number of clearances of sail vessels.	Tonnage in sail vessels cleared.
86	6,381	88	6,529

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

F F 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Sodus Bay, Cayuga county, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barrels, bulk, (estimated)	612	$10 00	$6,120 00
Bedsteads ..... number...	16	5 00	80 00
Brooms ..... dozens ...	40	2 00	80 00
Buggies ..... number...	4	100 00	400 00
Coal ..... tons	139	6 00	834 00
Flour ..... barrels...	96	5 00	480 00
Grass seeds ..... bushels...	62	3 00	186 00
Hams ..... number...	512	2 00	1,024 00
Iron ..... tons	2	90 00	180 00
Laths ..... M.....	46	2 00	92 00
Lumber, pine ..... M feet ...	208	10 00	2,080 00
Merchandise ..... tons	87	300 00	26,100 00
Molasses ..... barrels...	12	16 00	192 00
Nails ..... kegs	127	4 00	508 00
Oats ..... bushels...	6,174	50	3,087 00
Oils ..... barrels...	6	40 00	240 00
Pails ..... dozens...	30	2 00	60 00
Saleratus ..... boxes ...	16	5 00	80 00
Salt ..... barrels...	415	2 00	830 00
Sundries, (estimated) ..... packages.	617	10 00	6,170 00
Sugar ..... barrels...	41	30 00	1,230 00
Vinegar ..... do.....	24	10 00	240 00
Wagons ..... number...	9	50 00	450 00
Whisky ..... barrels...	18	10 00	180 00
Total	.....	.....	50,923 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

F F 3.—*Statement of the quantity and value of merchandise shipped by lake vessels from the port of Sodus Bay, Cayuga county, New York, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bark ..... cords...	484	$6 00	$2,904 00
Butter ..... pounds...	16,072	20	3,214 40
Chair stuff ..... bundles...	156	10 00	1,560 00
Fish ..... barrels...	65	6 00	390 00
Hoops ..... M.....	2,946	10 00	29,460 00
Ship knees ..... number...	348	5 00	1,740 00
Telegraph poles ..... do.....	4,180	20	836 00
Wool ..... pounds...	14,960	2 00	29,920 00
Total	.....	.....	70,024 40

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, *Chicago, October* 31, 1859.

34. OSWEGO HARBOR, NEW YORK.

My views of the importance of this harbor, both as a military and commercial point, have been so fully given in my previous reports that it is unnecessary to repeat them here. They will be found in Senate Ex. Doc. No. 42, of the Thirty-fifth Congress, first session, at pages 153 to 171; and at page 1187 of H. R. Doc. No. 2, of the Thirty-fifth Congress, second session.

The estimates presented for the necessary repairs of the United States pier at this harbor, last year, amounted to the sum of.....	$53,350 15
An appropriation was made in March last, and has been expended under the direction of the Light-house Board for this object, of.....	10,000 00
Amount now required to complete the repairs.....	43,350 15

The accompanying statement, marked G G, shows the number of arrivals and clearances both of American and foreign vessels, and the amount of tonnage which thus arrived and cleared, in the year 1858, at the port of Oswego.

The accompanying statements, marked from G G 2 to G G 7, show the amount and value of the commerce of Oswego for the year 1858, as follows, viz:

Imports.

1. By lake vessels (statement G G 2).....	$5,168,354 80
2. By canal (statement G G 3).....	9,770,965 62
3. By railroads (statement G G 4).....	4,341,703 20
Total value of imports at Oswego, in the year 1858.....	19,281,023 62

Exports.

1. By lake vessels (statement G G 5).....	$1,267,536 20
2. By canal (statement G G 6).....	11,888,041 00
3. By railroads (statement G G 7).....	2,174,275 80
Total value of exports at Oswego, in the year 1858.....	15,329,853 00
Aggregate value of the import and exports of Oswego, in 1858.....	$34,610,876 62

G G 1.

Statement of the number and tonnage of the American and foreign steam and sail vessels that arrived at the port of Oswego during the year ending December 31, 1858.

Class of vessels.	Number of arrivals of American sail vessels.	Tonnage in American sail vessels arrived.	Number of arrivals of foreign sail vessels.	Tonnage in foreign sail vessels arrived.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.
American	1,248	273,412	.....	.....	.....	.....
Foreign	.....	.....	1,223	184,304	.....	.....
Steam vessels	.....	.....	.....	.....	420	168,126

Statement of the number and tonnage of the American and foreign steam and sail vessels that cleared from the port of Oswego during the year ending December 31, 1858.

Class of vessels.	No. of clearances of American sail vessels.	Tonnage in American sail vessels cleared.	No. of clearances of foreign sail vessels.	Tonnage in foreign sail vessels cleared.	No. of clearances of steam vessels.	Tonnage in steam vessels cleared.
American	1,321	268,076	1,189	175,739	.....	.....
Foreign	.....	.....	.....	.....	.....	.....
Steam vessels	.....	.....	.....	.....	415	167,098

J. D. GRAHAM,
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OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

G G 2.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Oswego, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	1,421	$2 00	$2,842 00
Ashes, pot ..... tons....	18	100 00	1,800 00
Ale ..... barrels...	142	6 00	852 00
Bacon ..... pounds...	16,816	10	1,681 60
Barley ..... bushels...	547,872	80	438,297 60
Beans ..... do.....	7,561	2 00	15,122 00
Beef ..... barrels...	210	10 00	2,100 00

G G 2—Continued.

Articles.	Quantity.	Price of each.	Value.
.....tierces...	972	$15 00	$14,580 00
.....M.....	117	6 00	702 00
orn.....bales....	119	50 00	5,950 00
.....pounds...	314,876	20	62,975 20
osts .....number...	11,671	10	1,167 10
.....do.....	18	30 00	540 00
.....do.....	100	1 00	100 00
.....pounds...	19,830	10	1,983 00
.....tons....	1,261	6 00	7,566 00
.....bushels...	3,041,917	60	1,825,150 20
ries.....barrels...	325	10 00	3,250 00
y .....crates...	211	100 00	21,100 00
.....dozens...	60,919	10	6,091 90
.....barrels...	1,716	6 00	10,296 00
.....do.....	98,546	4 00	394,184 00
al.....tons....	128	20 00	2,560 00
.....boxes...	1,027	3 00	3,081 00
eds .....bushels...	3,170	2 00	6,340 00
nes .....tons....	471	30 00	14,130 00
.....barrels...	238	20 00	4,760 00
.....number...	17,644	6 00	105,864 00
nes.....barrels...	2,475	10 00	24,750 00
.....M.....	271	10 00	2,710 00
bles.....do.....	98	10 00	980 00
.....number...	130	100 00	13,000 00
live.....do.....	915	15 00	13,725 00
.....tons....	147	90 00	13,230 00
road chairs.....bundles...	960	10 00	9,620 00
.....barrels...	317	40 00	12,680 00
.....do.....	120	40 00	4,800 00
.....M.....	2,456	2 00	4,912 00
.....barrels...	380	1 00	380 00
, pine.....M feet...	110,403	10 00	1,104,030 00
.....bushels...	2,465	1 00	2,465 00
.....barrels...	1,912	4 00	7,648 00
l.....tons....	308	20 00	6,160 00
es.....M.....	1,836	20 00	36,720 00
.....bushels...	658,912	50	329,456 00
.....tons....	918	50 00	45,900 00
gs.....do.....	17	30 00	510 00
.....bundles...	3,474	1 00	3,474 00
.....bushels...	6,284	2 00	12,568 00
.....barrels...	6,783	15 00	101,745 00
.....bales....	918	50 00	45,900 00
.....bushels...	98,000	1 00	98,000 00
elts.....bales...	2,182	50 00	109,100 00
.....M.....	4,027	4 00	16,108 00
.....do.....	44	10 00	440 00
.....boxes....	1,960	3 00	5,880 00
.....cords....	412	6 00	2,472 00
, (estimated).....packages...	9,186	10 00	81,860 00
.....barrels...	27	40 00	1,080 00
.....pounds...	11,678	20	2,335 60
.....barrels...	6,836	3 00	68,360 00
.....cords....	527	3 00	1,581 00
.....pounds...	46,824	40	18,729 60
otal.....	.....	.....	5,168,354 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

t GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1858.

G G 3.

Statement of the quantity and value of articles of merchandise received by canal at the port of Oswego, New York, during the year ending December 31, 1858.

Articles	Quantity.	Price of each.	Value.
Ashes, pot ..... tons...	44	$100 00	$4,400 00
Bacon ..... pounds...	5,649	8	451 92
Barley ..... bushels...	1,427	80	1,141 60
Butter ..... pounds...	9,237	15	1,385 55
Castings ..... tons...	218	60 00	13,080 00
Cheese ..... pounds...	11,272	10	1,127 20
Cider ..... barrels...	287	5 00	1,435 00
Coal ..... tons...	35,877	5 00	179,385 00
Coffee ..... pounds...	1,789,743	15	268,461 45
Cornmeal ..... bushels...	385	1 00	385 00
Crockery ..... crates...	784	100 00	78,400 00
Cotton ..... bales...	457	60 00	27,420 00
Empty barrels ..... number...	63,484	30	19,045 20
Fruit, miscellaneous ..... bushels...	31,470	1 00	31,470 00
Furniture (estimated) ..... packages...	12,651	10 00	126,510 00
Grass seeds ..... bushels...	2,487	3 00	7,461 00
Hemp ..... bales...	55	60 00	3,300 00
Hops ..... do.....	43	50 00	2,150 00
Household furniture (estimated) ..... packages...	64,121	10 00	641,210 00
Iron ..... tons.....	281	90 00	25,290 00
Iron, pig ..... do.....	1,846	45 00	83,070 00
Iron, railroad ..... do.....	14,644	60 00	878 640 00
Lard ..... barrels...	34	30 00	1,020 00
Lead ..... pounds...	11,684	10	1,168 40
Leather ..... tons.....	35	500 00	17,500 00
Mackerel ..... barrels...	283	12 00	3,396 00
Machinery ..... tons...	73	100 00	7,300 00
Merchandise ..... do.....	12,476	300 00	3,742,800 00
Molasses ..... barrels...	5,190	20 00	103,800 00
Nails ..... kegs...	18,471	4 00	73,884 00
Nuts ..... barrels...	117	20 00	2,340 00
Oak and cherry lumber ..... M feet...	281	20 00	5,620 00
Oats ..... bushels...	13,971	50	6,985 60
Oils ..... barrels...	1,918	40 00	76,720 00
Peaches, ripe ..... bushels...	3,174	1 00	3,174 00
Pork ..... barrels...	20	15 00	300 00
Potatoes ..... bushels...	180	50	90 00
Salt ..... barrels...	787,319	2 00	1,574,638 00
Salt ..... bags...	13,921,514	10	1,392,151 40
Shingles ..... M.....	861	4 00	3,444 00
Spikes ..... kegs...	1,450	4 00	5,800 00
Stone ..... cords...	318	6 00	1,908 00
Sundries (estimated) ..... packages...	2,191	10 00	21,910 00
Sugar ..... hogsheads...	3,173	80 00	253,840 00
Timber, oak ..... M feet...	227	10 00	2,270 00
Tobacco ..... pounds...	118,927	20	23,785 40
Wash-boards ..... dozens...	318	3 00	954 00
Whisky ..... barrels...	4,971	8 00	39,768 00
Wood ..... cords...	1,230	3 00	3,690 00
Wine ..... barrels...	183	30 00	5,490 00
Total	.....	.....	9,770,965 62

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineers.

OFFICE GENERAL SAPERINTENDENCE, *Chicago, October* 31, 1859.

G G 4.

Statement of the quantity and value of articles of merchandise received by railroad at Oswego, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Beef.....barrels...	3,229	$10 00	$32,290 00
Beer.....do.....	117	6 00	702 00
Boots and shoes.....cases...	2,674	30 00	80,220 00
Brooms.....dozens...	11,237	2 00	22,474 00
Buggies.....number...	14	100 00	1,400 00
Carpeting.....bales...	270	50 00	13,500 00
Coffee.....pounds...	56,188	15	8,428 20
Dry goods (estimated).....packages...	14,180	50 00	70,900 00
Furniture (estimated).....do.....	3,878	10 00	38,780 00
Groceries.....tons...	3,548	300 00	1,064,400 00
Hardware.....do.....	102	200 00	20,400 00
Hats.....boxes...	354	30 00	10,620 00
Household furniture (estimated).....packages...	8,671	10 00	86,710 00
Iron safes.....number...	3	200 00	600 00
Leather.....rolls...	672	20 00	13,440 00
Merchandise.....tons...	7,963	300 00	2,388,900 00
Oranges.....boxes...	460	5 00	2,300 00
Oysters.....half-gallon cans...	161,872	1 00	161,872 00
Raisins.....boxes...	498	3 00	1,494 00
Soap.....do.....	10,870	3 00	32,610 00
Sugar.....hogsheads...	149	80 00	11,920 00
Sugar.....barrels...	6,874	20 00	171,850 00
Straw goods, hats, bonnets, &c.....packages...	1,440	20 00	28,800 00
Wagons.....number...	113	50 00	5,650 00
Whisky.....barrels...	4,186	10 00	41,860 00
Wood.....cords...	9,861	3 00	29,583 00
Total.....	.....	.....	4,341,703 20

J. D. GRAHAM,
Major Top. Eng., Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

NOTE.—There is but one railroad at Oswego; that is the Oswego and Syracuse railroad. On this road, as on nearly all the eastern railroads, they class everything under the head of merchandise, so that it is almost impossible to enumerate the articles. This road is only 36 miles long, and does a very light freight business during the season of navigation.

GG 5.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Oswego, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements.....tons	1,573	$100 00	$157,300 00
Axles .....do.....	1,817	100 00	181,700 00
Barrels, bulk, (estimated).....do.....	5,182	10 00	51,820 00
Boilers, steam.....number...	17	1,000 00	17,000 00
Boots and shoes.....cases....	3,382	30 00	101,460 00
Buggies.....number...	158	100 00	15,800 00
Candles, tallow .....pounds...	11,612	10	1,161 20
Candy.....boxes....	963	3 00	2,889 00
Castings.....tons	183	100 00	18,300 00
Chairs .....number...	4,387	1 00	4,387 00
Coal.....tons	27,816	7 00	194,712 00
Corn.....bushels...	78,934	70	55,253 80
Crockery .....crates....	2,014	100 00	201,400 00
Dry goods, (estimated).....packages.	1,612	20 00	32,240 00
Flour.....barrels...	57,912	5 00	289,560 00
Feed, meal.....tons	346	30 00	10,380 00
Furniture, (estimated).....packages.	7,026	10 00	70,260 00
Glass.....boxes ...	16,873	3 00	50,619 00
Grease.....barrels...	98	20 00	1,960 00
Groceries .....tons	3,653	300 00	1,095,900 00
Hardware .....do.....	1,275	200 00	255,000 00
Household furniture, (estimated).....packages...	958	10 00	9,580 00
Iron .....tons	3,160	90 00	284,400 00
Iron, railroad .....do.....	2,461	60 00	147,660 00
Leather.....rolls.....	831	20 00	16,620 00
Marble.....tons	672	100 00	67,200 00
Manufactures from wood.....packages.	2,144	20 00	42,880 00
Merchandise.....tons	18,618	300 00	5,585,400 00
Mill feed.....do.....	348	20 00	6,960 00
Molasses .....barrels...	450	20 00	9,000 00
Oats.....bushels...	38,612	50	19,306 00
Peas.....do.....	384	2 00	768 00
Plaster .....barrels...	69,870	3 00	209,610 00
Pork .....do.....	1,817	15 00	27,255 00
Saleratus.....boxes ...	386	5 00	1,930 00
Salt .....barrels...	826,699	1 50	1,240,048 50
Salt .....bags....	395,627	10	39,562 70
Soap.....boxes...	6,827	3 00	20,481 00
Spikes, railroad.....tons	290	100 00	29,000 00
Starch .....boxes ...	456,927	3 00	1,370,781 00
Sundries, (estimated) .....packages.	27,986	10 00	279,860 00
Threshing machines.....number...	936	150 00	140,400 00
Wagons .....do.....	463	50 00	23,150 00
Wheat.....bushels...	48,739	1 00	48,739 00
Whisky.....barrels...	1,027	10 00	10,270 00
Water-lime .....do.....	59,191	3 00	177,573 00
Total.....	.....	.....	12,617,536 20

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

G G 6.

ıt of the quantity and value of articles of merchandise shipped al vessels from the port of Oswego, New York, during the year ı December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....tons.....	115	$100 00	$11,500 00
.....pounds...	349,198	10	34,919 80
.....bushels...	540,574	1 00	540,574 00
....barrels...	1,589	10 00	15,890 00
.....pounds...	125,510	20	25,102 00
.....tons.....	165	100 00	16,500 00
.....pounds...	131,610	10	13,161 00
.....tons.....	181	5 00	905 00
.....bushels...	2,481,678	70	1,737,174 60
.....crates....	21	100 00	2,100 00
.....barrels...	481,919	4 50	2,168,635 50
(estimated) .....packages...	7,584	10 00	75,840 00
.....bales....	1,684	50 00	84,200 00
s.....bushels...	2,870	3 00	8,610 00
.....bales....	611	50 00	30,550 00
.....tons.....	103	120 00	12,360 00
.....do.....	18	90 00	1,620 00
.....do.....	145	40 00	5,800 00
ıad .....do.....	13	60 00	780 00
.....barrels...	2,863	40 00	114,520 00
.....tons.....	53	400 00	21,200 00
ine.....M feet...	15,180	10 00	151,800 00
se.....tons.....	406	300 00	121,800 00
.....do.....	14,680	20 00	293,780 00
.....barrels...	535	16 00	8,560 00
.....kegs.....	4,461	4 00	17,844 00
.....M.....	3,590	40 00	143,600 00
.....bushels...	618,436	60	371,061 60
.....tons.....	173	50	8,650 00
.....bushels...	64,838	2 00	129,676 00
.....barrels...	4,213	15 00	63,195 00
.....bushels...	13,968	50	6,984 00
.....do.....	95,135	1 00	98,135 00
.....barrels...	1,618	2 00	3,236 00
ber .....M feet...	2,347	20 00	46,940 00
.....barrels...	40	25 00	1,000 00
.....pounds...	2,716	20 00	543 20
.....bushels...	4,389,102	1 25	4,486,377 50
.....cords....	131	4 00	524 00
.....pounds...	30,982	40	12,392 80
l.....	.....	.....	11,888,041 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ıENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

G G 7.

Statement of the quantity and value of articles of merchandise sent by railroad from Oswego harbor, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons.....	196	$100 00	$19,600 00
Beer.....barrels...	510	6 00	3,060 00
Butter.....pounds...	815,281	20	163,056 20
Cattle.....number...	1,672	30 00	50,160 00
Corn.....bushels...	218,638	70	153,046 60
Flour.....barrels...	116,965	5 00	584,825 00
Furniture, (estimated).....packages...	6,801	10 00	68,010 00
Furs.....bales....	3,617	50 00	180,850 00
Hams.....barrels...	1,728	20 00	34,560 00
Horses.....number...	84	100 00	8,400 00
Lumber, pine.....M feet...	7,904	20 00	158,080 00
Lumber, cabinet.....do.....	6,381	20 00	127,620 00
Meal.....barrels...	9,278	4 00	37,112 00
Pork.....tierces...	500	20 00	10,000 00
Pork.....barrels...	4,932	15 00	73,980 00
Sugar.....hogsheads...	2,098	80 00	167,840 00
Wheat.....bushels...	334,076	1 00	334,076 00
Total.....	.....	.....	2,174,275 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

35. OGDENSBURG HARBOR, NEW YORK.

his harbor is at the mouth of the Oswegatchie river, on the river Lawrence. It is about sixty miles below the outlet of Lake On-. It is, however, connected therewith by an extensive navigation, therefore it seems appropriate to range it under the Lake Ontario d. The town and port of entry of Ogdensburg is situated here, it is the western terminus of the Northern Railroad, which exds to Rouse's Point, on Lake Champlain. Thence it has a connecn with both New York and Boston. It has always been an important int in our military operations on this frontier. It is opposite to scott, in Canada West, and is about one hundred and thirty miles m Montreal.

Large quantities of grain, flour, and merchandise are, since the conuction of the railroad, transhipped here, both to the interior and stwise. All the requisite warehouses, &c., for this business have eady been provided by the Northern Railroad Company. What is w wanted is a harbor affording proper protection for vessels lying re. A survey, preparatory to the necessary plans, was made in the r 1856, under the direction of the late Colonel William Turnbull; I have not seen the map projected from that survey.

n the absence of digested plans for this improvement, it would seem licious that an appropriation of twenty thousand dollars, ($20,000,) heretofore recommended, should be asked for, for the purpose of mencing this improvement, according to such plan as shall first be roved by the War Department; and I would here repeat that mmendation.

he accompanying statements, marked from H H 1 to H H 4, show amount and value of the commerce of the port of Ogdensburg for year 1858, as follows, viz:

Imports.

y lake vessels (statement H H 1)	$4,292,280 90
y railroads (statement H H 2)	8,249,453 00
Total value of imports at Ogdensburg, New York, in 1858	12,451,733 90

Exports.

y lake vessels (statement H H 3)	$1,245,294 80
y. railroads (statement H H 4)	7,860,421 80
Total value of exports at Ogdensburg, New York, in 1858	9,105,716 60

regate value of the imports and exports of Ogdensburg. New York, in the year 1858	$21,547,450 50

H H 1.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Ogdensburg, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons....	138	$100 00	$13,800 00
Ale.....barrels...	428	6 00	2,568 00
Barley.....bushels...	4,836	80	3,868 80
Beans.....do.....	8,289	2 00	16,578 00
Beef.....barrels...	18,912	10 00	189,120 00
Beef.....tierces.....	500	15 00	7,500 00
Broom-corn.....bales.....	415	50 00	20,750 00
Butter.....pounds...	48,614	20	9,722 80
Cattle.....number...	141	30 00	4,230 00
Coal.....tons.....	410	5 00	2,050 00
Corn.....bushels...	581,764	60	349,058 40
Fish.....barrels...	908	6 00	5,448 00
Flour.....do.....	383,143	4 00	1,532,572 00
Furniture, (estimated).....packages.	2,644	10 00	26,440 00
Grass seeds.....bushels...	21,682	2 00	43,364 00
Hams.....barrels...	1,047	20 00	20,940 00
Hides.....number...	14,913	7 00	104,391 00
Hogs, alive.....do.....	560	15 00	8,400 00
Lard.....barrels...	7,106	40 00	284,240 00
Laths.....M.....	348	2 00	696 00
Lumber, pine.....M. feet...	2,408	20 00	48,160 00
Meal.....barrels...	3,027	4 00	12,108 00
Oak staves.....M.....	914	25 00	22,850 00
Oats.....bushels...	64,181	50	32,090 50
Oils.....barrels...	418	40 00	16,720 00
Plaster.....do.....	6,170	3 00	18,510 00
Pork.....tierces...	913	20 00	18,260 00
Pork.....barrels...	12,000	15 00	180,000 00
Pelts.....bales.....	1,670	50 00	83,500 00
Rye.....bushels...	27,642	1 00	27,642 00
Salt.....barrels...	19,812	2 00	39,624 00
Sheep.....number...	412	4 00	1,648 00
Shingles.....M.....	2,110	4 00	8,440 00
Sundries, (estimated.....packages.	7,208	10 00	72,080 00
Tallow.....barrels...	4,291	40 00	171,640 00
Wheat.....bushels...	738,307	1 00	738,367 00
Whisky.....barrels...	9,182	10 00	91,820 00
Wool.....pounds...	157,861	40	63,144 40
Total.....	.....	.....	4,292,280 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

H H 2.

t of the quantity and value of articles of merchandise received road at Ogdensburg, New York, during the year ending Decem-, 1858.

Articles.	Quantity.	Price of each.	Value.
l implements.....tons.....	18,171	$10 00	$181,710 00
.....barrels...	9,460	2 00	18,920 00
.....number...	414	5 00	2,070 00
am.....do.....	13	500 00	6,500 00
hoes.....cases.....	16,840	30 00	505,200 00
.....number...	146	100 00	14,600 00
.....tons.....	381	60 00	22,860 00
.....bundles...	130	10 00	1,300 00
.....barrels...	301	5 00	1,505 00
s.....do.....	107	10 00	1,070 00
.....crates....	511	100 00	51,100 00
, (estimated).....packages	14,186	50 00	709,300 00
rels.....number...	16,698	1 00	16,698 00
(estimated).....packages...	14,017	10 00	140,170 00
.....tons.....	9,816	300 00	2,944,800 00
furniture, (estimated).....packages.	11,289	10 00	112,890 00
.....number...	149	100 00	14,900 00
.....do.....	27	200 00	5,400 00
.....rolls.....	362	30 00	10,860 00
.....barrels...	109	20 00	2,180 00
res from wood.....packages.	16,886	20 00	337,720 00
se .....tons.....	8,143	300 00	2,442,900 00
.....half-gallon cans.	144,137	1 00	144,137 00
.....dozens...	38,119	2 00	76,238 00
.....number...	4,990	5 00	24,950 00
stimated).....packages.	16,129	10 00	161,290 00
..... hogsheads.	1,177	80 00	94,160 00
.....barrels...	3,801	25 00	95,025 00
.....number...	2,180	50 00	109,000 00
l.....	.....	.....	8,248,453 00

J. D. GRAHAM,
Major Tog. Eng's, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

gdensburg is the terminus of one of the leading lines of railroad from the eastern rn States and Canada, and nearly all the freight comes under three or four heads, chandise, groceries, household goods, or furniture, &c. J. D. G.

H H 3.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Ogdensburg, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Boots and shoes.....cases.....	8,640	$30 00	$259,200 00
Buggies.....number...	716	100 00	71,600 00
Cider.....barrels...	602	6 00	3,612 00
Crockery.....crates....	317	100 00	31,700 00
Earthenware.....gallons...	123,618	10	12,361 80
Furniture, (estimated).....packages.	14,679	10 00	146,790 00
Glass.....boxes...	19,367	3 00	58,101 00
Hardware.....tons...	132	200 00	26,400 00
Horses.....number...	128	100 00	12,800 00
Iron.....tons.....	3,844	90 00	345,960 00
Manufactures from wood.....packages.	3,635	10 00	36,350 00
Molasses.....hogsheads.	84	40 00	3,360 00
Molasses.....barrels...	1,200	16 00	19,200 00
Nails.....kegs.....	13,687	4 00	54,748 00
Pails.....dozens...	1,310	2 00	2,620 00
Potatoes.....bushels...	9,642	50 00	4,821 00
Rakes.....number...	96,814	50	48,407 00
Sleighs.....do.....	265	50 00	13,250 00
Stone.....cords...	320	6 00	1,920 00
Sugar.....hogsheads.	438	80 00	35,040 00
Sirup.....barrels...	147	20 00	2,940 00
Tubs.....dozens...	396	6 00	2,376 00
Wagons.....number...	602	50 00	30,100 00
Wooden ware.....packages...	2,136	10 00	21,360 00
Wood.....cords.....	139	2 00	278 00
Total.....	.....	.....	1,245,294 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1858.

H H 4.

Statement of the quantity and value of articles of merchandise sent by railroad from Ogdensburg, New York, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons.....	616	$100 00	$61,600 00
Barley.....bushels...	41,214	80	32,971 20
Beef.....barrels...	24,612	10 00	246,120 00
Beef.....tierces...	1,821	15 00	27,315 00
Butter.....pounds...	2,384,508	20	476,901 60
Corn.....bushels...	719,884	70	503,918 80

H H 4—Continued.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	376,489	$5 00	$1,882,445 00
.....tons.....	981	20 00	19,620 00
(estimated).....packages...	11,716	10 00	117,160 00
s.....bushels...	17,679	3 00	53,037 00
s.....tons.....	1,102	30 00	33,060 00
.....barrels...	11,630	20 00	23,260 00
.....number...	214,186	7 00	1,499,302 00
.....barrels...	13,642	40 00	545,680 00
ine.....M. feet...	12,910	20 00	258,200 00
..... bushels...	6,184	1 00	6,184 00
.....do.....	144,518	50	72,259 00
.....do.....	1,216	1 00	1,216 00
.....do.....	218,946	50	109,473 00
.....bushels...	6,261	1 00	6,261 00
s.....bales.....	13,907	10 00	139,070 00
t.....number...	7,089	10 00	70,890 00
estimated) .....packages.	87,512	10 00	875,120 00
.....bushels...	764,193	1 00	764,193 00
.....pounds...	87,913	40	35,165 20
l.....	.....	.....	7,860,421 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

General Superintendence, &c., *Chicago, October* 31, 1859.

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5. THE UNITED STATES STEAM DREDGE-BOAT ON LAKE ONTARIO.

ressel, and the four scows attached to her, have been laid up riod of two years, for want of appropriations to keep them at

s a condition always deteriorating to vessels of all kinds. The appropriations has placed it equally out of my power to keep el and her scows in proper repair. Repairs are needed, more for vessels of this kind every year. For want of these, the the dredge-boat, above water, became so much opened that, e of wind in August last, which careened her over somewhat rd, she took in water enough through her open seams as to fill l, and cause her to sink at her place of mooring, at the head s bay, in Cayuga county, New York. When I inspected her, er this occurrence, I found that she lay in an easy position, on a soft, muddy bottom, with her forward deck immersed, but leck out of water. I directed the movable parts of her ma- to be taken out and carried to Oswego, where, with some rig- l other appurtenances, they are under the custody of William r Malcolm, Esq., whom I have also employed to visit the dredge Sodus Bay, (Cayuga,) as often as may be necessary, to look

after her safety. The four scows belonging to this dredge are sunk, for their preservation, at the other Sodus bay, in Wayne county, New York. It is doubted if they will be again fit for use. They are much worn from the service they have already performed; and, besides, they were built of very inferior materials, mostly hemlock, and were never very strong. It will be better to get new scows than to incur the expense of repairing these old ones.

I therefore present the following estimate for that object, and for repairing the dredge-boat, so that she can be set to useful work, much needed at several of the harbors on Lake Ontario, viz:

Estimates.

1. For raising and repairing the Lake Ontario dredge-boat	$1,200 00
2. For building four new mud-scows, at $500 each.....	2,000 00
Amount required.....	3,200 00

I present also the following statement of arrearages due now, and which will be due the 30th of June, 1860, for the care of this dredge boat, viz:

1. Amount due Mr. David King, of Sodus, Cayuga county, New York, for his services as watchman of said dredge boat one year.....	$360 00
2. Amount that will be due to William S. Malcolm, of Oswego, for like services, and for storage of machinery, &c., nine months, at $35 per month, including storage.....	315 00
Amount required to cover arrearages to 30th June, 1860.	675 00

Recapitulation.

1. Amount required for repairs of steam-dredge, and for building four new mud-scows, as above.....	$3,200 00
2. Amount to cover arrearages to 30th June, 1860.....	675 00
Total required on account of Lake Ontario steam-dredge	3,875 00

An additional steam dredge-boat for Lake Ontario.

I renew the recommendation, contained in my last annual report, that an additional steam dredge-boat with appropriate mud scows be purchased for Lake Ontario. One such machine with the usual appliances is not, by any means, sufficient for the dredging required at all the harbors improved by the United States on this lake. For this object, and to procure two additional mud-scows for the dredge already on this lake, I submit the following estimate, viz:

Estimate.

1. For one new steam-dredge boat, with machinery and appurtenances	$15,938 00
2. For six mud-scows for the same	2,458 00
3. For two additional mud-scows for the dredge-boat now on Lake Ontario	836 00
Amount required	19,232 00

V. LAKE CHAMPLAIN HARBOR WORKS.

37. BURLINGTON BREAKWATER.

In regard to the condition of this work, I beg leave to refer to the remarks contained in my last annual report. The estimates therein presented are now renewed, as follows, viz:

1. For completing unfinished work and for repairs	$2,186 40
2. For extending the breakwater two hundred feet to the northward	19,099 90
Amount required to complete the Burlington breakwater, Vermont	21,286 30

The accompanying statements, marked I I 1 and I I 2, show the amount and value of the commerce of the port of Burlington, Vermont, in the year 1858, to be as follows, viz:

Imports by lake vessels (statement I I 1)	$1,233,581 00
Exports by lake vessels (statement I I 2)	201,588 20
Aggregate value of imports and exports at Burlington, Vermont, in 1858	1,435,169 20

II 1.

Statement of the quantity and value of articles of merchandise received by lake vessels at the port of Burlington, Vermont, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barley.....bushels...	8,645	$0 80	$6,916 00
Beef.....barrels...	327	10 00	3,270 00
Bricks.....M.....	911	6 00	5,466 00
Buggies.....number...	14	100 00	1,400 00
Castings.....bundles...	93	10 00	930 00
Chair stuff.....do.....	196	10 00	1,960 00
Dry goods, (estimated).....packages...	412	20 00	8,240 00
Flour.....barrels...	16,170	4 00	64,680 00
Household furniture, (estimated).....packages...	719	10 00	7,190 00
Lard.....barrels...	506	40 00	20,240 00
Leather.....rolls....	516	20 00	10,320 00
Lumber, pine.....M feet...	3,914	20 00	78,280 00
Machinery.....tons.....	28	200 00	5,600 00
Merchandise.....do.....	1,912	300 00	573,600 00
Oats.....bushels...	38,916	50	19,458 00
Plaster.....barrels...	8,970	3 00	26,910 00
Rye.....bushels...	27,584	1 00	27,584 00
Sundries, (estimated).....packages...	4,962	10 00	49,620 00
Wheat.....bushels...	321,917	1 00	321,917 00
Total.....	.....	.....	1,233,581 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

II 2.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Burlington, Vermont, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Barley.....bushels...	2,129	$0 80	$1,703 20
Bedsteads.....number...	127	5 00	635 00
Brooms.....dozens...	182	2 00	364 00
Castings.....bundles...	327	10 00	3,270 00
Cider.....barrels...	512	5 00	2,560 00
Cornmeal.....bushels...	716	1 00	716 00
Drugs and medicines.....packages...	105	20 00	2,100 00
Feathers.....pounds...	972	50	486 00
Furniture, (estimated).....packages...	85	10 00	850 00
Glass.....boxes....	174	3 00	522 00

I I 2—Continued.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	98	$30 00	$2,940 00
.....tons.....	163	300 00	48,900 00
.....do.....	17	10 00	170 00
urniture, (estimated).....packages...	268	10 00	2,680 00
.....barrels...	514	1 00	514 00
e.....M feet...	162	12 00	1,944 00
inet.....do.....	297	20 00	5,940 00
.....tons.....	308	300 00	92,400 00
.....barrels...	37	20 00	740 00
ed .....bushels...	214	2 00	428 00
en.....do.....	428	1 00	428 00
.....do.....	37,618	50	18,809 00
.....boxes....	412	5 00	2,060 00
.....tons.....	114	12 00	1,368 00
.....boxes....	186	3 00	558 00
.....do.....	311	3 00	933 00
stimated).....packages...	629	10 00	6,290 00
.....barrels...	128	10 00	1,280 00
.....	.....	.....	201,588 20

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

HE UNITED STATES STEAM DREDGE-BOAT ON LAKE CHAMPLAIN.

achine has been laid up unemployed for more than three want of an appropriation to keep her employed, consequently and decks require caulking, and a new set of running rigging cessary. For these objects, I recommend an appropriation . The above-mentioned sum will put her in good working .

The four steam dredge-boats on the lakes.

e maintenance of the United States steam dredge-boats, four er, viz: one on Lake Michigan, one on Lake Erie, one on tario, and one on Lake Champlain, including the necessary f keeping them actively employed at harbors where there are priations for dredging, I would recommend an appropriation each; or, for the four machines, $12,000.

VI. LIGHT-HOUSE SERVICE.

39. THE NEW IRON LIGHT-HOUSE AT CHICAGO.

This work, constructed under my direction and according to the plans submitted by me and approved by the Light-house Board, was commenced in the early part of 1857, under the appropriation act of March 3, of that year. It was completed and lighted for the first time on the 29th of June, 1859, and immediately thereafter it was turned over to the proper officer of the light-house establishment. The object of my temporary detail for light-house service, at Chicago, having been thus accomplished, I was relieved from further duty connected with the Light-house Board. (See Doc. marked K K 1, hereto attached.)

This light-house is situated at the east extremity of the north harbor pier at the entrance of Chicago harbor. It therefore serves the double purpose of a general lake-coast light, and of a beacon light for entering this harbor.

It is a fixed light of the natural color. The focal plane is elevated eighty-three and a half feet (83′.5 feet) above the level of the surface of Lake Michigan at its mean stage of water. The color of the tower is black, the back ground as viewed from the lake being light, and giving a good relief for distinctness.

The position of this light, as derived from astronomical observations, made by myself, is as follows, viz:

Latitude	41° 53′ 24″.9 N.
Longitude, west of the meridian of Greenwich	$5^h\ 50^m\ 27^s.9$
Equal, in arc, to	87° 36′ 59″ W.

The keeper's house is adjacent to the light-house. It was constructed under the direction of the officer regularly detailed as the engineer of the eleventh light-house district, to which Chicago belongs, after I was relieved from light-house duty.

On the inauguration of this new light-house it became necessary to issue, through the newspapers of this city, the "Notice to Mariners," giving new sailing directions for entering the harbor, which are contained in the accompanying paper, marked K K 2.

The foundation of this light-house rests upon a support of one hundred and forty-six piles of white oak, hewn one foot square, clear of sap, and driven from eighteen to twenty-two (18 to 22) feet into the soil, where, at the time of driving, the water was from six to twelve (6 to 12) feet deep.

We believe that both the base and the superstructure will be found capable of resisting any force that can ever be brought to act upon them, without any disturbance of their stability.

K K 1.

The Light-house Board to Lieutenant Colonel Graham.

[Extract.]

TREASURY DEPARTMENT,
Office of the Light-house Board, June 15, 1859.

As it is expected that by the 1st of July next the Chicago light- will be in a fit state to light, and as the difficulties connected he work have been happily surmounted under your direction, ard is of opinion that the necessity for keeping up a separate or this work no longer exists. It has, therefore, directed me to t you to turn over, as soon as the money now in your hands on it of the construction of Chicago light-house shall have been led, to First Lieutenant W. F. Smith, corps of topographical ers, light-house engineer of the eleventh district, the property ing to the Chicago light-house, with the maps, official papers, hich properly go with the work, taking his receipts therefor; give him all the information in your power in connection with rk, in order that your experience may be of avail to him in the ncement of his duties. Lieutenant Smith has been instructed ive the property and to remove his headquarters to Chicago as fter the 1st of July next as is practicable.

board, in making this change, has been actuated by the desire nomize, by dispensing with one office and its contingent ex-, and desires me to express its thanks to you for the able manner ch you have conducted the duties intrusted to you while you have nder its orders.

Very respectfully, &c.,
W. B. FRANKLIN,
Engineer Secretary.

t. Col. J. D. GRAHAM,
Corps of Topographical Engineers, &c., &c., &c.

K K 2.

Notice to Mariners.

OFFICE GENERAL SUPERINTENDENCE OF LAKE HARBOR WORKS,
Chicago, July 11, 1859.

new iron light-house situated at the east end of the north har- r being now completed and lighted, it becomes necessary to issue rections for clearing and doubling the south extremity of Chi- ar, in entering the harbor. For this purpose, the new light- ecomes an important landmark, in place of the old light-house e old beacon-light. The directions are as follows, viz:

up south (passing two hundred yards east of the light-house) ne liberty pole situated at the intersection of Washington street ichigan avenue is brought to bear W. ¼ S. by compass; then

run on that course until the new light-house is brought to bear N. ¼ W., when it will be six hundred and forty yards, or a little more than one third of a mile, distant. Then run on the course of N. ¼ W. until within eighty yards of the north pier. Then run due W. up the middle of the channel of Chicago river. A vessel observing these directions will not at any time be in less than fourteen feet water when the sea is moderate, nor in less than thirteen feet when the sea is rough.

All the courses here given are magnetic, or by compass, and reference should be had to the last chart issued from this office, to be seen in the Board of Trade rooms.

J. D. GRAHAM,
Lieutenant Colonel, Superintending Engineer.

VII. TOLEDO, OHIO, AND THE SHIP COMMERCE BETWEEN THE PORTS OF THE UPPER AND LOWER LAKES.

40. TOLEDO, OHIO.

This port being at the head of navigation on Maumee bay, and also on the great line of railway running near the lake coast, from east to west, gives it great importance as a commercial port and entrepot.

The following statements, marked from L L 1 to L L 6, show the amount and value of the commerce of Toledo for the year 1858, as follows, viz:

Imports.

1. By lake vessels (statement L L 1)	$6,249,841 00
2. By canal (statement L L 2)	4,379,829 06
3. By railroads (statement L L 3)	21,070,415 54
Total value of imports in 1858	31,700,085 60

Exports.

1. By lake vessels (statement L L 4)	$11,768,088 10
2. By canal (statement L L 5)	2,154,064 65
3. By railroads (statement L L 6)	21,357,878 56
Total value of exports in 1858	35,460,031 31
Aggregate value of the imports and exports of Toledo, Ohio, in the year 1858	67,160,116 91

L L 1.

ient of the quantity and value of articles of merchandise received ake vessels at the port of Toledo, Ohio, during the year ending ember 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels..	73	$6 00	$438 00
.....bushels...	31,320	80	25,056 00
.....M.....	17	6 00	102 00
sts.....number...	16,350	10	1,635 00
.....bushels...	120	60	72 00
.....barrels...	5,187	6 00	31,122 00
.....do.....	1,805	4 00	7,220 00
nes.....tons.....	52	30 00	1,560 00
re.....do.....	71	200 00	14,200 00
.....do.....	369	90 00	33,210 00
lroad.....do.....	2,450	60 00	147,000 00
.....M.....	5,568	2 00	11,136 00
, pine.....M feet...	19,618	10 00	196,180 00
.....tons.....	993	100 00	99,300 00
dise.....do.....	16,894	300 00	5,068,200 00
dise .....packages...	8,978	10 00	89,780 00
.....kegs.....	12,283	4 00	49,132 00
es.....M.....	20	20 00	400 00
.....bushels...	47,016	50	23,508 00
.....do.....	2,123	2 00	4,246 00
.....barrels...	1,350	3 00	4,050 00
.....bushels...	453	1 00	453 00
.....barrels...	154,353	2 00	308,706 00
.....M.....	9,956	3 00	29,868 00
.....tons.....	388	200 00	77,600 00
.....pounds...	5,890	30	1,767 00
.....bushels...	1,156	1 00	1,156 00
ne .....barrels...	5,686	4 00	22,744 00
tal	.....	.....	6,249,841 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

L L 2.—*Statement of the quantity and value of articles of merchandise received by canal at the port of Toledo, Ohio, during the year ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements....tons....	27	$100 00	$2,700 00
Apples....barrels...	6,970	2 00	13,940 00
Ashes, pot....tons....	145	100 00	14,500 00
Ale....barrels...	157	6 00	942 00
Bacon....pounds...	423,970	8	33,917 60
Barley....bushels...	8,512	80	6,809 60
Beans....do....	197	1 00	197 00
Beef....barrels...	357	10 00	3,570 00
Butter....pounds...	117,193	15	17,578 95
Castings....tons....	321	60 00	19,260 00
Cider....barrels...	316	6 00	1,896 00
Coal....tons....	13	4 00	52 00
Coffee....pounds...	3,297	15	494 55
Corn....bushels...	1,184,576	60	710,745 60
Crockery....crates...	21	100 00	2,100 00
Eggs....dozens...	327,184	10	32,718 40
Fish....barrels...	115	6 00	690 00
Flour....do....	159,986	4 00	639,944 00
Flax-seed....bushels...	953	2 00	1,906 00
Furniture, (estimated)....packages...	11,160	10 00	111,600 00
Glass....boxes....	12,890	3 00	38,670 00
Hams....barrels...	4,187	20 00	83,740 00
Hides....pounds...	50,178	7	3,512 46
Household furniture, (estimated)....packages..	19,384	10 00	193,840 00
Iron....tons....	101	90 00	9,090 00
Iron, pig....do....	19	45 00	855 00
Lard....barrels...	2,178	30 00	65,340 00
Laths....M....	492	1 50	738 00
Leather....tons....	16	500 00	8,000 00
Lime....barrels...	13	1 00	13 00
Lumber, cabinet....M feet...	706	20 00	14,120 00
Marble....tons....	2	100 00	200 00
Machinery....do....	30	100 00	3,000 00
Merchandise....do....	235	300 00	70,500 00
Molasses....barrels...	161	20 00	3,220 00
Nails....kegs....	2,540	4 00	10,160 00
Nuts....barrels...	9	20 00	180 00
Oats....bushels...	28,008	50	14,004 00
Oil cloth....packages...	5,154	50 00	257,700 00
Oils....barrels...	1,827	40 00	73,080 00
Paper....bundles...	816	12 00	9,792 00
Pork....barrels...	6,603	15 00	99,045 00
Potatoes....bushels...	16,808	50	8,404 00
Rye....do....	3,781	1 00	3,781 00
Rags....tons....	17	30 00	510 00
Stone....cords....	312	6 00	1,872 00
Sugar....barrels...	7,387	25 00	184,675 00
Shorts....tons....	1,227	20 00	24,540 00
Tobacco....pounds...	253,387	20	50,677 40
Trees....bundles...	3,316	5 00	16,580 00
Vinegar....barrels...	393	10 00	3,930 00
Wheat....bushels...	1,347,155	1 00	1,347,155 00
Whisky....barrels...	14,980	10 00	149,800 00
Wood....cords....	916	3 00	2,748 00
Wool....pounds...	35,985	30	10,795 50
Total....	....	....	4,379,829 06

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

LL3.

Statement of the quantity and value of articles of merchandise received by railroad, at Toledo, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot ..... tons	895	$100 00	$89,500 00
Barley ..... bushels ...	132,630	80	106,104 00
Beef ..... barrels ...	38,293	10 00	382,930 00
Cattle ..... number ...	19,507	30 00	585,210 00
Corn ..... bushels ...	1,141,335	60	684,801 00
Cotton ..... bales	5,939	50 00	296,950 00
Flour ..... barrels ...	336,430	4 00	1,345,720 00
Hides ..... pounds ...	4,440,597	7	310,841 79
Highwines ..... barrels ...	17,915	10 00	179,150 00
Hogs killed ..... pounds ...	3,277,415	5	163,870 75
Hogs alive ..... number ...	93,019	12 00	1,116,228 00
Lard ..... barrels ...	10,463	40 00	418,520 00
Lumber, oak ..... M feet ...	1,828	10 00	18,280 00
Merchandise ..... tons	38,061	300 00	11,418,300 00
Molasses ..... barrels ...	480	20 00	9,600 00
Pork ..... barrels ...	44,181	15 00	662,715 00
Potatoes ..... bushels ...	149,542	50	74,771 00
Sundries, (estimated) ..... tons	9,100	200 00	1,820,000 00
Sugar ..... barrels ...	3,427	30 00	102,810 00
Wheat ..... bushels ...	1,284,114	1 00	1,284,114 00
Total	.....	.....	21,070,415 54

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

NOTE.—From the manner in which the books were kept at the railroad offices in this place, it was impossible to separate the articles so as to enumerate them. The large amount of merchandise passing through this place for shipment to the west and south, accounts for the size of this item in the report.

L L 4.

Statement of the quantity and value of articles of merchandise shipped by lake vessels from the port of Toledo, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot ....tons....	750	$100 00	$75,000 00
Ale....barrels...	30	6 00	180 00
Beans....bushels...	5,820	2 00	11,640 00
Beef....barrels...	17,837	10 00	178,370 00
Bricks....M.....	195	7 00	1,365 00
Butter....kegs....	8,780	10 00	87,800 00
Cattle....number...	27,397	30 00	821,910 00
Coal....tons....	4,514	6 00	27,084 00
Corn....bushels...	1,892,827	60	1,135,696 20
Cotton ....bales....	5,937	50 00	296,850 00
Eggs....dozens....	150,093	10	15,009 30
Fish....barrels...	494	6 00	2,964 00
Flour....do.....	466,470	4 00	1,865,880 00
Grass seeds ....bushels...	12,238	2 00	24,476 00
Hams....barrels...	3,503	20 00	70,060 00
Hides....number...	41,463	7 00	290,241 08
Highwines....barrels...	21,545	10 00	215,450 00
Hoop-poles ....M.....	1,803	10 00	18,030 00
Horses....number...	113	100 00	11,300 00
Hogs, alive....do.....	62,405	12 00	748,860 00
Iron, railroad....tons....	1,155	60 00	69,300 00
Lard ....barrels...	11,218	40 00	448,720 00
Leather ....pounds...	98,685	20	19,737 00
Lumber, oak....M feet...	3,746	12 00	44,952 00
Marble....tons....	7	100 00	700 00
Merchandise....do.....	879	300 00	263,700 00
Merchandise....packages...	10,415	10 00	104,150 00
Molasses ....barrels...	153	20 00	3,060 00
Nails....kegs....	189	4 00	756 00
Oak staves....M.....	3,742	20 00	74,840 00
Oats....bushels...	82,143	50	41,071 50
Oil cake....tons....	2,286	50 00	114,300 00
Oils ....barrels...	212	40 00	8,480 00
Pork....do.....	39,667	15 00	595,005 00
Potatoes ....bushels...	80,355	50	40,177 50
Rags....tons....	18	30 00	540 00
Rye ....bushels...	18,464	1 00	18,464 00
Salt ....barrels...	894	2 00	1,788 00
Sheep....number...	12,322	3 00	36,966 00
Tallow....barrels...	7,458	40 00	298,320 00
Tobacco....pounds...	2,123,403	20	424,680 60
Wheat....bushels...	2,343,315	1 00	2,343,315 00
Wool....pounds...	2,292,250	40	916,900 00
Total....	....	....	11,768,088 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

L L 5.

Statement of the quantity and value of articles of merchandise shipped by canal vessels from the port of Toledo, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Agricultural implements ....tons...	243	$100 00	$24,300 00
Apples ....barrels...	1,157	2 00	2,314 00
Ale ....do.....	337	6 00	2,022 00
Barley ....bushels...	38,142	80	30,513 60
Beans ....do.....	244	2 00	488 00
Beef ....barrels...	41	10 00	410 00
Cheese ....pounds...	2,084	10	208 40
Cider ....barrels...	16	6 00	96 00
Clocks ....number...	1,390	5 00	6,950 00
Coal ....tons...	180	6 00	1,080 00
Coffee ....pounds...	30,361	15	4,554 15
Corn ....bushels...	57,700	60	34,620 00
Crockery ....crates...	192	100 00	19,200 00
Fish ....barrels...	2,173	6 00	13,038 00
Flour ....do.....	5,856	4 00	23,424 00
Furniture (estimated) ....packages...	17,787	10 00	177,870 00
Glass ....boxes...	20,666	4 00	82,664 00
Grindstones ....tons...	147	30 00	4,410 00
Hides ....number...	3,000	7 00	21,000 00
Household furniture (estimated) ....packages...	9,460	10 00	94,600 00
Iron ....tons...	259	90 00	23,310 00
Iron, pig ....do.....	198	40 00	7,920 00
Ice ....do.....	1,460	40 00	58,400 00
Laths ....M.....	4,721	2 00	9,442 00
Leather ....pounds...	27,792	30	8,391 60
Lime ....barrels...	792	1 00	792 00
Lumber, pine ....M feet...	11,721	12 00	140,652 00
Marble ....tons...	826	100 00	82,600 00
Machinery ....do.....	20	100 00	2,000 00
Merchandise ....do.....	2,103	300 00	630,900 00
Molasses ....barrels...	384	20 00	7,680 00
Nails ....kegs...	1,328	4 00	5,312 00
Oats ....bushels...	84,698	50	42,349 00
Oils ....barrels...	141	40 00	5,640 00
Paper rags ....tons...	34	40 00	1,360 00
Peas ....bushels...	1,718	2 00	3,436 00
Pork ....barrels...	237	15 00	3,555 00
Potatoes ....bushels...	360,291	50	180,145 50
Salt ....barrels...	65,155	2 00	130,310 00
Shingles ....M.....	5,944	3 00	17,832 00
Sugar ....barrels...	2,984	30 00	89,520 00
Sash ....bundles...	627	10 00	6,270 00
Tobacco ....pounds...	17,327	20	3,465 40
Trees and shrubs ....bundles...	14,256	10 00	142,560 00
Vinegar ....barrels...	137	10 00	1,370 00
Wagons ....number...	28	50 00	1,400 00
Whisky ....barrels...	369	10 00	3,690 00
Total	.....	.....	2,154,064 65

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

L L 6.

Statement of the quantity and value of articles of merchandise sent by railroad from Toledo, Ohio, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons...	160	$100 00	$16,000 00
Barley.....bushels...	2,021	80	1,616 80
Beef.....barrels...	293	10 00	2,930 00
Cattle.....number...	12,275	30 00	368,250 00
Corn.....bushels...	8,032	60	4,819 20
Flour.....barrels...	47,928	4 00	191,712 00
Hides.....pounds...	89,557	08	7,164 56
Highwines.....barrels...	13,183	10 00	131,830 00
Hogs, killed.....number...	3,019	12 00	36,228 00
Hogs, alive.....do.....	4,872	12 00	58,464 00
Lumber, pine.....M feet...	6,342	12 00	76,104 00
Merchandise.....tons...	63,799	300 00	19,139,700 00
Pork.....barrels...	1,106	15 00	16,590 00
Sundries.....tons...	7,421	200 00	1,484,200 00
Wheat.....bushels...	2,270	1 00	2,270 00
Total.....	.....	.....	21,537,878 56

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, *Chicago, October* 31, 1859.

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41. THE SHIP COMMERCE BETWEEN THE PORTS OF THE UPPER AND LOWER LAKES, IN THE YEAR 1858.

This is given to show the importance of the harbor improvements on each side of the straits connecting Lakes Erie and Huron, or the upper and lower lakes, to each other. It is designated in the headings of the several tabular statements, which follow, as shipments which passed through Lake St. Clair in the year 1858.

The accompanying statements, marked M M 1 and M M 2, show, respectively, the number and tonnage of steam and sail vessels which passed each way, and arrived at or departed from the ports of Chicago, Waukegan, Kenosha, Racine, Milwaukie, Michigan City, Grand Haven, Detroit, Toledo, Sandusky, Huron, Cleveland, Buffalo, and Oswego.

The tonnage of the other lake ports, treated of in this report, which passed through Lake St. Clair in 1858, was either nothing, or so small, as near as we could ascertain, as not to merit notice.

accompanying statements, marked from N N 1 and N N 2 to V V V V 2, show the amount and value of the commerce which , in 1858, by lake vessels through Lake St. Clair and the straits :ting it with Lake Erie on the one side, and Lake Huron on the It is as follows:

Names of lake ports.	Statement.	Value of the commerce which arrived at the ports mentioned in 1858, which passed through Lake St. Clair and the straits.	Statement.	Value of the commerce shipped from the ports mentioned in 1858, which passed through Lake St. Clair and the straits.
ago, Illinois	N N 1	$15,107,489 40	N N 2	$15,413,758 00
ne, Wisconsin	O O 1	1,534,180 00	O O 2	1,319,975 50
'aukie, Wisconsin	P P 1	6,500,711 00	P P 2	4,798,626 30
d Haven, Michigan	Q Q 1	359,357 00	Q Q 2	76,451 00
igan City, Indiana			R R	29,887 20
oit, Michigan	S S 1	408,377 60	S S 2	1,551,477 10
lo, Ohio	T T	164,271 10		
eland, Ohio	U U 1	3,977,707 90	U U 2	1,647,483 30
lo, New York	V V 1	2,077,911 50	V V 2	1,774,727 40
'otal		30,130,005 50		26,612,385 80

gregate value of the commerce which, in the year 1858, passed ways between the upper and lower lakes, and went through St. Clair, and the straits connecting with Lake Erie on the one nd Lake Huron on the other, $56,742,391 30.

above amount is only twenty-two and a half per cent. of the of the similar transit by lake vessels in the year 1855.—(See page Senate Executive Document No. 16, of the Thirty-fourth Con- third session.)

great diminution in the value of this transit in the year 1858, red with that in 1855, is due chiefly to causes described near the ning of this report when treating of the commerce of the port of go.

year 1855 was one of great abundance, and of very large domestic oreign imports and exports, accompanied by high prices. In the crops were short, and grain and flour brought, on an average, an one half the prices which they commanded in 1855. Added s, the quantity of freight by this route was much diminished, in quence of having been diverted to the railroad lines, by the very tes of transportation established on those roads in consequence great monetary depression which prevailed throughout the year Another cause of the diminution mentioned is, no doubt, due

to a great divertion of freights from this line to the newly established Collingwood line, which, in 1855, had only two steam vessels, both side-wheeled, plying upon it between Chicago and Collingwood, on Georgian bay, in Canada. They were fitted chiefly for passengers, and carried but a small portion of freight. In 1858, there were, upon this line, five steam screw propellers of the largest class employed in carrying freights between Chicago and Collingwood, in connection with the Grand Trunk railway, in Canada, destined for the ports of Kingston, Montreal, and Quebec, in Canada, and for Portland, Maine, in the United States. From all these ports return cargoes were also brought. This line has caused a great diversion from the American route.

The Western Transportation Company, of Buffalo, New York, own twenty (20) steam screw propellers. In 1855, they were all in active employment, plying through Lake St. Clair and the straits adjacent. In 1858, only two out of the twenty were thus employed.

The American Transportation Company, also of Buffalo, New York, had eighteen screw propellers thus employed in 1855. In 1858, only four were thus employed, fourteen out of the eighteen being laid up for want of employment.

The Northern Transportation Company, of Cleveland, Ohio, own fifteen (15) steam screw propellers, all of which were employed on this route in 1855. In 1858, only eight (8) of the fifteen were thus employed.

The old Oswego line of steam screw propellers, owned at Oswego, New York, had thirteen or fourteen (13 or 14) vessels of this class running on this route between Chicago and Oswego in 1855. They were all discontinued in 1858.

Here we show sixty-six (66) propellers which were employed on the Lake St. Clair route in 1855.

They were then fully freighted with grain, flour, lard and provisions, &c., destined from the western to the eastern ports. On their return trips they were then equally well freighted with the most costly descriptions of merchandise for distribution through the western country.

But a very small proportion of this sort of merchandise was demanded by the west in 1858, comparatively with 1855.

In 1858, only sixteen (16) out of the sixty-six steam propellers above enumerated were employed on this Lake St. Clair route, and they were often but very lightly freighted. All these facts show clearly enough the cause of the diminished value of the trade through the Lake St. Clair route in the year 1858 compared with that of 1855.

M M 1.

Statement showing the number and tonnage of sail and steam vessels that arrived at the ports of Chicago, Kenosha, Racine, Milwaukie, Michigan City, Grand Haven, Detroit, Toledo, Sandusky, Huron, Cleveland, Buffalo, and Oswego, which passed through Lake St. Clair during the year ending December 31, 1858.

Names of the ports.	Number of arrivals of sail vessels.	Amount of tonnage arrived in sail vessels.	Number of arrivals of steam vessels.	Amount of tonnage arrived in steam vessels.
Chicago	1,807	613,847	439	307,986
Waukegan	17	5,684	.....	.....
Kenosha	29	10,153	.....	.....
Racine	106	36,314	.....	.....
Milwaukie	271	140,068	210	230,298
Michigan City	5	1,750	.....	.....
Grand Haven	6	1,687	12	4,963
Detroit	275	28,894	241	104,326
Toledo	41	6,989	.....	.....
Sandusky	9	2,846	.....	.....
Huron	14	3,680	.....	.....
Cleveland	104	31,446	118	70,422
Buffalo	105	29,716	65	32,298
Oswego	17	4,977	.....	.....

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, *Chicago, October* 31, 1859.

M M 2.

Statement of the number and tonnage of sail and steam vessels that cleared from the ports of Chicago, Waukegan, Kenosha, Racine, Milwaukie, Michigan City, Grand Haven, Detroit, Toledo, Sandusky, Huron, Cleveland, Buffalo, and Oswego, which passed through Lake St. Clair during the year ending December 31, 1858.

Names of the ports.	Number of departures of sail vessels.	Am't of tonnage cleared in sail vessels.	Number of departures of steam vessels.	Am't of tonnage cleared in steam vessels.
Chicago	1,776	604,847	452	310,299
Waukegan	17	5,684	.....	.....
Kenosha	29	10,153	.....	.....
Racine	106	36,314	.....	.....
Milwaukie	264	139,713	210	230,298
Michigan City	5	1,750	.....	.....
Grand Haven	6	1,687	12	4,963
Detroit	383	30,640	241	104,326
Toledo	41	6,989	.....	.....
Sandusky	9	2,846	.....	.....
Huron	14	3,680	.....	70,422
Cleveland	96	26,813	118	32,988
Buffalo	114	32,617	65	.....
Oswego	17	4,977	.....	.....

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, *Chicago, October* 31, 1859.

Statement of the quantity and value of articles of merchandise ed at Chicago, which passed through Lake St. Clair, during the nding December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	7,897	$3 00	$23,691 00
ied.....bushels...	19,183	2 00	38,366 00
.....do.....	18,160	80	14,528 00
.....barrels...	380	6 00	2,280 00
allow.....boxes....	2,474	3 00	7,422 00
.....tons.....	1,455	60 00	87,300 00
.....do.....	514	60 00	30,840 00
.....pounds...	72,374	10	7,237 40
.....tons.....	74,872	5 00	374,360 00
.....crates....	914	100 00	91,400 00
kerel and codfish,) from Canada..barrels...	2,770	10 00	27,700 00
.....tons.....	450	50 00	22,500 00
.....boxes ...	12,522	10 00	125,220 00
s .....tons.....	240	50 00	7,200 00
.....bales....	121	50 00	6,050 00
.....number...	165	100 00	16,500 00
.....tons.....	9,413	90 00	847,170 00
.....do.....	4,716	30 00	141,480 00
oad.....do.....	11,676	60 00	700,560 00
.....M.....	11,948	2 00	23,896 00
.....tons.....	317	600 00	190,200 00
.....barrels...	8,374	10 00	83,740 00
.....do.....	1,850	1 00	1,850 00
ine.....M feet...	17,427	10 00	174,270 00
....tons.....	1,632	100 00	163,200 00
.....bushels...	12,581	1 00	12,581 00
.....tons.....	150	200 00	30,000 00
ise.....do.....	33,640	300 00	10,092,000 00
....hogsheads.	286	40 00	114,400 00
... .kegs.....	48,287	4 00	193,148 00
.....bushels...	10,000	50	5,000 00
... .tons.....	419	100 00	41,900 00
.....dozens...	156	2 00	312 00
.....barrels...	1,300	15 00	19,500 00
.....do.....	134	100 00	13,400 00
.....number...	5,880	50	2,940 00
. .....barrels...	1,577	5 00	7,885 00
.....do.....	214,958	2 00	429,916 00
.....bags....	71,782	20	14,356 40
.....tons.....	1,329	12 00	15,948 00
.....do.....	324	50 00	16,200 00
.....boxes....	4,980	3 00	14,940 00
headings for brewers' vats.....M.....	19	20 00	380 00
....tons.....	2,530	200 00	506,000 00
. ...hogsheads.	827	80 00	66,160 00
.....barrels...	1,272	30 00	38,160 00
.....dozen....	75	6 00	450 00
....barrels...	896	40 00	35,840 00
.....number...	281	50 00	14,050 00
ds.....dozen....	1,404	3 00	4,212 00
.....tons.....	974	180 00	175,320 00
....cords....	3,206	3 00	9,618 00
.....barrels...	7,971	3 00	23,913 00
al.....	.....	.....	15,107,489 80

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

General Superintendence, &c., *Chicago, October* 31, 1859.

N N 2.

Statement of the quantity and value of articles of merchandise shipped from Chicago, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Bacon.....pounds...	657,601	$0 10	$65,760 10
Barley.....bushels...	101,669	80	81,335 20
Beef.....barrels...	47,928	10	479,280 00
Beef.....tierces...	2,021	15 00	30,315 00
Broom corn.....bales....	287	50 00	14,350 00
Butter.....kegs....	1,069	10 00	10,690 00
Buffalo robes.....bales....	287	50 00	14,350 00
Bones.....tons....	333	10 00	3,330 00
Cattle.....number..	163	30 00	4,890 00
Corn.....bushels...	7,045,105	60	4,227,063 00
Cornmeal.....tons.....	625	30 00	18,750 00
Cotton.....bales....	99	50 00	4,950 00
Eggs.....barrels...	1,307	10 00	13,070 00
Fish.....do.....	304	6 00	1,824 00
Flour.....do.....	223,472	4 00	893,888 00
Grass seeds.....bushels...	42,748	2 00	85,496 00
Glue.....barrels...	180	20 00	3,600 00
Hams.....number...	17,807	2 00	35,614 00
Hams.....barrels...	6,117	20 00	122,340 00
Hemp.....pounds...	25,420	15	3,813 00
Hides.....number...	73,787	6 00	442,622 00
Hides.....pounds...	170,385	6	10,223 10
Highwines.....barrels...	9,157	10 00	91,570 00
Iron, railroad (old).....tons.....	1,061	30 00	31,830 00
Lard.....barrels...	4,334	40 00	173,360 00
Lead.....pounds...	2,438,160	10	243,816 00
Lumber, pine.....M feet...	420	25 00	10,500 00
Mill feed.....tons.....	250	10 00	2,500 00
Oats.....bushels...	1,093,447	50	546,723 50
Oils.....barrels...	250	40 00	10,000 00
Plaster.....do.....	1,000	3 00	3,000 00
Pork.....tierces...	1,376	20 00	27,520 00
Pork.....barrels...	16,536	15 00	248,040 00
Potatoes.....bushels...	1,070	50	535 00
Pork, shoulders.....barrels...	1,447	20 00	28,940 00
Reapers.....number...	160	150 00	24,000 00
Rye.....bushels...	5,000	1 00	5,000 00
Rags.....tons....	960	30 00	28,800 00
Starch.....boxes...	3,865	3 00	11,595 00
Tallow.....barrels...	2,137	40 00	85,480 00
Wheat.....bushels...	7,131,939	1 00	7,131,939 00
Wool.....pounds...	470,187	30	141,056 10
Total.....	.....	.....	15,413,758 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

.—*Statement of the quantity and value of articles of merchandise* ved *at Racine, which passed through Lake St. Clair, during the* ' *ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	150	$3 00	$450 00
dried.....bushels...	2,436	2 00	4,872 00
id shoes .....cases....	354	30 00	10,620 00
y .....crates....	272	100 00	27,200 00
.....pounds...	3,614	10	361 40
.....tons.....	4,338	5 00	21,690 00
.....pounds...	91,884	15	13,782 60
.....boxes....	3,194	3 00	9,582 00
.....tons.....	2,352	90 00	211,680 00
lroad.....do.....	1,015	60 00	60,900 00
.....barrels...	386	10 00	3,860 00
, pine.....M feet....	3,528	10 00	35,280 00
.....tons.....	325	100 00	32,500 00
idise .....do.....	3,296	300 00	988,800 00
.....kegs....	3,208	4 00	12,832 00
.....barrels...	187	40 00	7,480 00
.....do.....	226	5 00	1,130 00
.....do.....	6,675	2 00	13,350 00
.....bags....	12,190	20	2,438 00
.....boxes...	174	3 00	522 00
.....tons....	47	200 00	9,400 00
.....chests...	1,237	50 00	61,850 00
ad .....tons....	20	180 00	3,600 00
otal.....	.....	.....	1,534,180 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

.—*Statement of the quantity and value of articles of merchandise* ped *from Racine, which passed through Lake St. Clair, during the* ' *ending December* 31, 1858.

Articles.	Quantity.	Price of each.	Value.
ot.....tons.....	29	$100 00	$2,900 00
.....bushels...	57,619	80	46,095 20
..... barrels...	1,912	10 00	19,120 00
ries . .....do.....	152	10 00	1,520 00
.....do.....	16,984	4 00	67,936 00
l.....bushels...	8,730	1 00	8,730 00
eds.....do.....	874	2 00	1,748 00
.....number...	3,782	6 00	22,692 00
.....bushels...	119,871	50 00	59,935 50
.....barrels...	5,663	15 00	84,945 00
..... bushels...	935,703	1 00	935,703 00
.....pounds...	171,627	40	68,650 80
otal.....	.....	.....	1,319,975 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

E GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

P P 1.

Statement of the quantity and value of articles of merchandise received at Milwaukie, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	8,869	$3 00	$26,607 00
Apples, dried ..... bushels...	12,410	2 00	24,820 00
Car wheels ..... tons....	150	60 00	9,000 00
Castings ..... do.....	156	40 00	6,240 00
Cider ..... barrels...	120	6 00	720 00
Coal ..... tons....	7,950	5 00	39,750 00
Glass ..... boxes...	1,261	3 00	3,783 00
Hardware ..... tons....	812	200 00	162,400 00
Horses ..... number...	148	100 00	14,800 00
Iron ..... tons....	1,408	90 00	126,720 00
Iron, pig ..... do.....	980	40 00	39,200 00
Iron, railroad ..... do.....	1,160	60 00	69,600 00
Laths ..... M.....	121	2 00	242 00
Lumber, pine ..... M feet...	1,477	10 00	14,770 00
Merchandise ..... tons....	18,649	300 00	5,594,700 00
Molasses ..... barrels...	215	16 00	3,440 00
Nails ..... kegs....	7,502	4 00	30,008 00
Oils ..... barrels...	512	40 00	20,480 00
Pails ..... dozens...	296	2 00	592 00
Plaster ..... barrels...	1,304	3 00	3,912 00
Rakes ..... dozens...	211	6 00	1,266 00
Reapers ..... number...	118	150 00	17,700 00
Salt ..... barrels...	65,038	2 00	130,076 00
Salt ..... bags....	48,344	20	9,668 80
Spikes ..... kegs....	1,400	4 00	5,600 00
Starch ..... boxes...	1,787	3 00	5,361 00
Stoneware ..... gallons measure...	32,872	10	3,287 20
Threshing machines ..... number...	184	120 00	22,080 00
Tubs ..... dozens...	563	6 00	3,378 00
Tea ..... chests...	2,272	30 00	68,160 00
Wagons ..... number...	127	50 00	6,350 00
White-lead ..... tons....	200	180 00	36,000 00
Total	.....	.....	6,500,711 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

Office General Superintendence, &c., *Chicago, October* 31, 1859.

P P 2.

Statement of the quantity and value of articles of merchandise shipped from Milwaukie, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot.....tons....	310	$100 00	$31,000 00
Barley.....bushels...	42,088	80	33,670 40
Beef.....barrels...	8,022	10 00	80,220 00
Butter.....pounds...	297,000	20	59,400 00
Copper ore.....tons....	21	600 00	12,600 00
Corn.....bushels...	27,096	60	16,257 60
Cranberries.....barrels...	3,684	10 00	36,840 00
Deer skins.....bales....	113	100 00	11,300 00
Flour.....barrels...	244,397	4 00	977,588 00
Grass seeds.....bushels...	3,491	2 00	6,982 00
Hides.....number...	17,835	6 00	107,010 00
Hops.....bales....	112	40 00	4,480 00
Iron, old.....tons....	400	30 00	12,000 00
Lard.....barrels...	1,250	40 00	50,000 00
Oats.....bushels...	434,312	50	217,156 00
Pork.....barrels...	6,878	15 00	103,170 00
Potatoes.....bushels...	4,031	50	2,015 50
Pelts.....bales....	412	50 00	20,600 00
Wheat.....bushels...	2,650,146	1 00	2,650,146 00
Wool.....pounds...	915,477	40	366,190 80
Total.....	.....	.....	4,798,626 30

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Q Q 1.

Statement of the quantity and value of articles of merchandise received at Grand Haven, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Apples ..... barrels...	613	$3 00	$1,839 00
Boots and shoes ..... cases....	116	30 00	3,480 00
Coal ..... tons....	150	5 00	750 00
Flour ..... barrels...	2,160	4 00	8,640 00
Grass seeds ..... bushels...	287	3 00	861 00
Groceries ..... tons.....	42	200 00	8,400 00
Hardware ..... do.....	148	200 00	29,600 00
Iron ..... do.....	157	90 00	14,130 00
Merchandise ..... do.....	927	300 00	278,100 00
Nails ..... kegs.....	1,612	4 00	6,448 00
Oils ..... barrels...	35	40 00	1,400 00
Soap ..... boxes....	187	3 00	561 00
Starch ..... do.....	266	3 00	798 00
Stoves ..... tons.....	37	100 00	3,700 00
Wagons ..... number...	13	50 00	650 00
Total	.....	.....	359,357 00

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

Q Q 2.

Statement of the quantity and value of articles of merchandise shipped from Grand Haven, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Ashes, pot ..... tons.....	14	$100 00	$1,400 00
Cranberries ..... barrels...	412	10 00	4,120 00
Flour ..... do.....	4,618	4 00	18,472 00
Pails ..... dozens...	304	2 00	608 00
Plaster ..... barrels...	4,183	3 00	12,549 00
Shingles ..... M.....	1,918	3 00	5,754 00
Staves and headings ..... do.....	415	10 00	4,150 00
Tubs ..... dozen...	264	6 00	1,584 00
Wheat ..... bushels...	27,814	1 00	27,814 00
Total	.....	.....	76,451 00

J. D. GRAHAM,
Major Top. Eng'rs, Brevet Lieut. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

R R.

ment of the quantity and value of articles of merchandise shipped m Michigan City, which passed through Lake St. Clair, during the ar ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....bushels...	49,812	$0 60	$29,887 20

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

ICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

RE.—There were no imports at this place which passed through Lake St. Clair during ar 1858.

S S 1.

ment of the quantity and value of articles of merchandise received Detroit, which passed through Lake St. Clair, during the year ling December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
ads.....number...	146	$5 00	$730 00
.....pounds...	39,458	20	7,891 60
posts.....number...	13,312	10	1,331 20
.....dozen....	119,428	10	11,942 80
.....barrels...	9,187	6 00	55,122 00
.....do.....	1,689	4 00	6,756 00
tones.....tons.....	212	30 00	6,360 00
.....number...	4,891	6 00	29,346 00
e .....tons.....	1,926	60 00	115,560 00
.....M.....	2,929	2 00	5,858 00
r, pine .....M feet...	4,593	10 00	45,930 00
s .....bushels...	7,816	50	3,908 00
gs.....M feet...	9,347	5 00	46,735 00
.....number...	93	3 00	279 00
s .....M.....	3,872	3 00	11,616 00
s .....packages...	2,918	10 00	29,180 00
n ware .....do.....	14,896	2 00	29,792 00
Total	.....	.....	408,337 60

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

CE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

S S 2.

Statement of the quantity and value of articles of merchandise shipped from Detroit, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Beef.....barrels...	3,293	$10 00	$32,930 00
Beer.....do.....	4,676	6 00	28,056 00
Books.....cases....	428	30 00	12,840 00
Butter.....pounds...	128,927	20	25,785 40
Corn.....bushels...	15,912	60	9,547 20
Flour.....barrels...	10,873	4 00	43,492 00
Glass.....boxes...	1,218	3 00	3,654 00
Hay.....tons.....	176	10 00	1,760 00
Iron safes.....number...	4	50 00	200 00
Lard.....barrels...	122	40 00	4,880 00
Merchandise.....tons.....	3,873	300 00	1,161,900 00
Oats.....bushels...	41,319	50	20,659 50
Pails.....dozens...	128	2 00	256 00
Pork.....barrels...	9,872	15 00	149,080 00
Salt.....do.....	11,830	2 00	23,660 00
Soap.....boxes...	139	3 00	417 00
Sundries.....packages...	1,984	10 00	19,840 00
Sugar.....barrels...	145	30 00	4,350 00
Whisky.....do.....	817	10 00	8,170 00
Total.....	.....	.....	1,551,477 10

J. D. GRAHAM,
Major Top Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

T T 1.

Statement showing the quantity and value of articles of merchandise received at Toledo, Ohio, which passed through Lake St. Clair during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Cedar posts.....number...	7,621	$0 10	$762 10
Laths.....M.....	5,826	2 00	11,652 00
Lumber, pine.....M feet...	12,948	10 00	129,480 00
Shingles.....M.....	7,459	3 00	22,377 00
Total.....	.....	.....	164,271 10

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

U U 1.

ıt of the quantity and value of articles of merchandise received :veland, which passed through Lake St. Clair, during the year ı December 31, 1858.

Articles.		Quantity.	Price of each.	Value.
	barrels...	112	$6 00	$672 00
s	number...	6,814	0 10	681 40
	tons.....	4,551	600 00	2,730,600 00
	barrels...	3,497	6 00	20,982 00
	tons.....	16,974	60 00	1,018,440 00
	do.....	486	30 00	14,580 00
ine	M feet...	10,813	10 00	108,130 00
se	tons.....	219	300 00	65,700 00
	bushels...	1,817	50	908 50
	M.....	4,608	3 00	13,824 00
lts	cords....	319	10 00	3,190 00
al				3,977,707 90

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

U U 2.

ıt of the quantity and value of articles of merchandise shipped Cleveland, which passed through Lake St. Clair, during the ending December 31, 1858.

Articles.		Quantity.	Price of each.	Value.
	barrels...	1,410	$6 00	$8,460 60
	do.....	2,487	10 00	24,870 00
	pounds...	94,921	20	18,984 20
llow	boxes....	726	3 00	2,178 00
	number...	226	30 00	6,780 00
	pounds...	1,687	10	168 70
	tons.....	9,839	5 00	49,195 00
	bushels...	1,534	60	920 40
re		19,700	10	1,970 00
	barrels...	10,342	4 00	41,368 00
	boxes....	210	3 00	630 00
r	kegs....	1,343	20 00	26,860 00
	barrels...	162	20 00	3,240 00
	barrels...	2,873	10 00	28,730 00
	number...	18	100 00	1,800 00
e	do.....	121	15 00	1,815 00
	tons.....	198	90 00	17,820 00
ad	do.....	30	60 00	1,800 00
	barrels...	67	40 00	2,680 00
	do.....	2,065	1 00	2,065 00
ine	M feet...	50	10 00	500 00

U U 2—Continued.

Articles.	Quantity.	Price of each.	Value.
Merchandise.....tons.....	4,393	$300 00	$1,317,900 00
Nails.....kegs....	2,418	4 00	9,672 00
Oats.....bushels...	11,167	50	5,583 50
Oils.....barrels...	140	40 00	5,600 00
Pork.....do.....	1,836	15 00	27,540 00
Potatoes.....bushels...	2,071	50	1,035 50
Salt.....barrels...	3,790	2 00	7,580 00
Sheep.....number...	116	3 00	348 00
Sundries.....packages.	2,326	10 00	23,260 00
Whisky.....barrels...	613	10 00	6,130 00
Total.....	.....	.....	1,647,483 30

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.
OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

V V 1.

Statement of the quantity and value of articles of merchandise received at Buffalo, which passed through Lake St. Clair, during the year ending December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
Brooms.....dozens...	1,918	$2 00	$3,836 00
Copper ore.....tons...	2,912	600 00	1,747,200 00
Fish.....barrels...	2,190	6 00	13,140 00
Flour.....barrels...	5,912	4 00	23,648 00
Furs.....bales...	180	100 00	18,000 00
Hides.....number...	6,212	6 00	37,272 00
Laths.....M.....	1,834	2 00	3,668 00
Lumber, pine.....M feet...	12,714	10 00	127,140 00
Potatoes.....bushels...	11,387	50	5,693 50
Shingles.....M.....	9,868	3 00	29,604 00
Sundries, (estimated).....packages...	6,871	10 00	68,710 00
Total.....	.....	.....	2,077,911 50

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer
OFFICE GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

V V 2.

nt of the quantity and value of articles of merchandise shipped Buffalo, which passed through Lake St. Clair, during the year g December 31, 1858.

Articles.	Quantity.	Price of each.	Value.
.....barrels...	1,284	$2 00	$2,568 00
shoes.....cases...	618	30 00	18,540 00
.....tons...	28	100 00	2,800 00
.....tons...	416	5 00	2,080 00
.....rolls.....	197	20 00	3,940 00
ise.....tons...	5,688	300 00	1,706,400 00
.....kegs...	2,057	4 00	8,228 00
.....barrels...	216	15 00	3,240 00
.....barrels...	9,532	1 50	14,298 00
.....bags...	21,912	20	4,382 40
.....number...	157	3 00	571 00
.....hogsheads...	14	80 00	1,120 00
.....barrels...	173	30 00	5,190 00
.....barrels...	137	10 00	1,370 00
al.....	.....	.....	1,774,727 40

J. D. GRAHAM,
Major Top. Eng'rs., Bvt. Lt. Col., Superintending Engineer.

GENERAL SUPERINTENDENCE, &c., *Chicago, October* 31, 1859.

CONCLUSION OF THE REPORT ON LAKE HARBOR IMPROVEMENTS.

ncluding this my annual report for 1859, I would respectfully end that the appropriations be asked for at as early a day as , for repairing those important harbors which are shown to most—harbors which are as important to military operations, of war, as they are to commerce and navigation in time of I regret the unavoidable delay, in rendering the report, of ten e days beyond the time indicated in the "circular" of the aphical bureau, of the 14th of September, ultimo. It has been by my illness, of which, according to the army regulations, I ed to the Bureau the certificate of my attending physician. ort is in compliance with "circular" above mentioned, ren- triplicate, which, of itself, has been a very laborious task, ed, in a great measure, in my sick room.
f which is respectfully submitted.

J. D. GRAHAM,
Major Top. Eng'rs, Bvt. Lt. Col., Superintending Engineer.
J. J. ABERT,
Chief Topographical Engineer, Washington.

XX.

ORDNANCE OFFICE,
Washington, October 26, 1959.

SIR: I have the honor to submit the following report of the principal operations of the Ordnance Department, during the last fiscal year, with such remarks and suggestions as the affairs of the department appear to call for:

Fiscal Affairs.

Account, as per last year's report, undrawn from the treasury, on the 1st July, 1858	$385,535 12
In the hands of disbursing officers, same date	56,029 97
Amount of appropriations for the fiscal years 1859–60, including the fixed annual appropriation for arming and equipping the militia	1,904,863 00
Received during the year, on account of damages to arms in the hands of troops, chargeable to them, and from sales of condemned stores, and all other sources not before mentioned	86,411 79
Total	2,432,839 88

Amount of expenditures during the year	$1,616,799 91
In the government depositories, to the credit of disbursing officers, 30th June, 1859	67,308 45
Remaining in treasury same date	748,731 52
Total	2,432,731 52

The accounts of all the disbursing officers of the department have been regularly rendered to this office, where they have been examined, and transmitted to the proper accounting officer of the treasury for settlement. The estimates for the next fiscal year have been carefully prepared, and include only such objects as are considered of primary importance, with the amounts requisite for their execution. They exceed, in some cases, the amounts last appropriated for similar purposes. This excess arises from the reduction of those appropriations below the estimates, causing a necessity for a larger amount of supplies during the coming year, to replace those worn out in service, and from losses, by shipwreck, of supplies sent to the Pacific coast. Explanations in detail will be found annexed to the several items as they occur in the estimates.

Armament of Fortifications.

The means available under this appropriation have been applied to repairing and keeping in good order the armament at the forts; to

ying additional armament where most required; to paying for
on, shot and shells, and materials for gun-carriages, implements,
equipments, and to the manufacture of the same at the arsenals.
principal articles procured by fabrication, at the arsenals, and by
hase, are as follows, viz:
7 42-pounder guns.
5 10-inch mortars.
2 columbiads.
3 casemate carriages.
1 barbette "
9 Coehorn mortar beds.
8 barbette top carriages.
2 casemate chassis.
0 shells, for heavy cannon and mortars.
) cannon balls, different calibers.

consequence of the rapid decay of the material, wood, of which
oast and garrison carriages are mainly composed, particularly at
ortifications, which are seldom kept with garrisons of adequate
gth to take care of the armament, and for the most part without
;arrison, it became necessary to resort to a more durable material.
riments were accordingly instituted to ascertain whether suitable
arriages, for permanent fortifications, might not be made of iron;
f so, the best forms, dimensions, and other details of their con-
tion. These experiments have resulted in complete success. Iron
ages have been devised even more convenient for service than
of wood, and, at the same time, fully as cheap in first cost; whilst
far greater durability and facility of transportation and storage
:r the economy of using that material a very important item in
mount of expenditure necessary for establishing and maintaining
ystem of sea-coast and frontier defenses. Measures have been
ted for procuring supplies of iron, and for the fabrication, at the
als of construction, of these gun-carriages to such an extent as
priations available for the purpose will admit.

ie tests of gun-metal and experiments on heavy ordnance, for
h appropriations were made, have been carried on, as far as time
d allow; and though not yet complete, the results so far reached,
the processes by which they have been attained, are useful and
esting. The several reports of the officer engaged in this work
eemed of sufficient general interest, both practically and scientifi-
, to warrant their publication; and I shall have them revised and
aged by him for that purpose, preparatory to submitting them to
examination with that view. Trials for endurance, made during
ear, have shown that our heavy cannon, of the last adopted forms,
nsions, and weight, may be relied on for a much larger number
scharges than they will ever, probably, be required to withstand
e course of service. Six columbiads, of different calibers, differ-
inds of metal, and from different founderies, have been subjected
e thousand rounds each, with service charges, and then to a further
f twenty rounds each, with increasing charges, without a failure
y instance.

l that is now wanting to insure safe and reliable iron cannon for

the government service, is a *national foundery*, where complete uniformity of fabrication can be enforced. The advantages of such an establishment are admitted by all who have investigated the subject; and I repeat the recommendation heretofore made, that it be brought to the notice of Congress for the requisite legislation to effect the object.

Ordnance, ordnance stores, and supplies.

From expenditures under this appropriation during the fiscal year, the principal articles procured by fabrication at the arsenals and by purchase, are as follows, viz:

11 caissons.
12 mortar wagons.
32 traveling and portable forges.
14 24-pounder siege carriages.
300 Sharp's carbines.
1,924 Colt's pistols.
500 Adams's pistols.
800 cavalry sabres.
695 rounds of ammunition for field service.
2,982,110 cartridges for small arms.
996 infantry cartridge boxes.
849 infantry cartridge-box belts.
400 bayonet scabbards, with frogs.
1,400 gun-slings.
2,344 cap-pouches.
5,504 waist and saber belts.
635 sword-knots.
1,732 holsters for Colt's pistols.
7,064 saddle blankets.
1,305 sets of horse equipments.
200 barrels of gunpowder.
1,500 pounds mealed powder.
3,000 pounds pulverized niter.
500 pounds pulverized charcoal.
1,100 pounds pulverized sulphur.
6,800,700 percussion caps.
8,030,000 Maynard's primers.
80,800 friction primers.

The arms, ammunition, military equipments, and other ordnance supplies furnished to the United States troops during the year ending 30th June, 1859, are shown in the statement hereto annexed, marked C.

The subject of horse equipments has been fully examined and considered, with the aid of the practical experience of officers of the different mounted corps, for the purpose of devising patterns most suitable for service, of the least cost, and, at the same time, of attaining uniformity. The result has been the adoption of a new uniform model for these equipments, a supply of which is in course of manufacture. The attention of the Ordnance Department has been given to the subject of *rifle cannon* and projectiles for the same. Many varieties of such cannon and projectiles have been devised and brought to the notice of the department for examination. Mere examinations, however, can-

; go further than to indicate the correctness, or otherwise, of the prin-
le on which each device is based, and thus determine whether it may
t be worthy of trial. Actual experiment is necessary for a comparison
the relative merits of the different devices and the selection of the best.
ich experiments have been commenced at one of our arsenals, under the
rection and supervision of a board of artillery and ordnance officers.
hey have not yet reached any definite result, and are still in progress.
luch time and attention has been bestowed on experiments and tests of
unpowder with a view to ascertain the composition and manufacture of
powder which will impart a given velocity and range to a projectile,
ith the least strain or injury to the gun. The results, so far attained,
ave not been sufficiently definite and uniform to afford a satisfactory
olution of the problem. Of the many varieties of the breech-loading
rbines which have been presented as suitable for the mounted service,
o one has as yet exhibited, on actual trial in service, such marked
periority as to warrant its general adoption as the best arm. There
e several now in use by the troops, either of which is probably an
ective arm for service. Uniformity of armament, for the same kind
service is, however, essential both for tactical instruction and for
aptation to ammunition in depot, and the one arm to be adopted must
not only an effective arm, but the most effective of the kind. Further
als, and more extended experience, will be requisite for the selection
ich may yet fall on an arm not now invented. It is not to be in-
red, from our constant endeavors at improvement in arms or other
r materials, that we regard our present system of military armament
l supplies as in any degree behind those of other nations in quality
efficiency. But our aim is to advance and to encourage the appli-
ion of scientific knowledge and mechanical skill to improvements in
ns or any other objects pertaining to the business of our profession.

Arming and equipping the Militia.

Statement A, hereto annexed, shows the apportionment of arms, as
ected by law, to the militia of the several States and Territories.
e principal articles, obtained on this account during the past fiscal
r by fabrication at the arsenal and by purchase, are as follows, viz:

18	bronze howitzers.
28	field carriages.
20	caissons.
700	Sharp's carbines.
80	Colt's rifles.
4,436	Colt's pistols.
2,700	sabers and swords.
5,426	infantry cartridge boxes.
6,453	infantry cartridge-box belts.
13,489	saber, sword, and waist belts.
7,340	bayonet scabbards, with frogs.
9,940	sword knots.
6,377	cap pouches.
179	sword knots.
2,028	carbine and rifle cartridge boxes.
284	rifle pouches.

The means applicable to "arming and equipping the whole body of the militia of the United States" are the same now as were provided for that purpose half a century ago. If no more than sufficient when the act of 1808, making appropriations for the purpose, was passed, they are evidently insufficient now. The expediency of asking for legislation to increase the standing appropriation for this object is therefore suggested. The quantity and kinds of arms and equipments, furnished to the militia during the past year, are shown in statement B, hereto annexed.

National armories.

The manufactures at these establishments during the past fiscal year include 17,989 rifle-muskets, 2,466 rifles, 6 fencing and 1,502 cadet's muskets, with 94,800 implements for small arms, consisting of bullet-molds, screwdrivers, wipers, &c., and 46,492 component parts of arms for issue to posts and troops, to be used in repairs. In addition to these articles of manufacture, much work has been done in the erection, repairs, and improvement of buildings, raceways, and public grounds, and the construction and improvement of machinery and tools. These operations are stated in detail in the annexed reports from the superintendents, which are referred to for more particular information on the subject. The requisite machinery for welding gun-barrels by rolling has been put in operation at one of the armories, and is found to be a great improvement on the former method of welding under hammers. It is to be used hereafter at both armories.

Arsenals and depots.

The means applicable to the extension and maintenance of arsenals and ordinance depots have been applied to the objects specified in the estimates on which appropriations for these establishments were based. The work accomplished consists, generally, of repairs and preservation of buildings and sites, the erection of new and additions to old buildings, and all improvements of a permanent character, including purchases of land where specially authorized by law. The reports of the commanding officers of the respective arsenals, hereto annexed, give a detailed account of this work and of other principal operations at each, and are referred to for particulars.

The ordnance depot at Fort Leavenworth is undergoing enlargement by the erection of a permanent store-house and magazine. This was found necessary to meet the requirements of the large bodies of troops concentrated there for expeditions, or reinforcements to the troops in the military departments on the western frontiers. The cost was defrayed from the appropriation for contingencies of arsenals.

Obstacles in the way of selecting and obtaining valid titles to suitable sites have prevented the erection of permanent buildings for arsenals in the Territories of New Mexico and Washington, and have compelled a resort to temporary depots for the supply of the troops in those Territories.

I am, sir, very respectfully, your obedient servant,

H. K. CRAIG,
Colonel of Ordnance.

Hon. J. B. FLOYD, *Secretary of War.*

A.

'onment of arms for the year 1859, *under the law of* 1808 *for ıg and equipping the whole body of the militia, as amended by the th section of the act approved March* 3, 1855, *and the regulations 'ished in conformity therewith.*

States and Territories.	No. of Senators and Representatives in Congress.	No. of muskets.
.....	8	364
ıpshire.....	5	228
setts.....	13	592
.....	5	228
and.....	4	182
ut.....	6	273
k.....	35	1,594
ey.....	7	318
ınia.....	27	1,229
.....	3	137
.....	8	364
.....	15	682
rolina.....	10	455
rolina.....	8	364
.....	10	455
.....	3	137
.....	9	410
.....	6	273
ɔi.....	7	318
.....	12	546
.....	12	546
.....	23	1,047
.....	6	273
.....	13	592
.....	11	501
ı.....	5	228
.....	9	410
.....	4	182
.....	4	182
.....	4	182
.....	4	182
.....	4	182
Territory.....	.....	137
;ton Territory.....	.....	137
a Territory.....	.....	137
Territory.....	.....	137
rritory.....	.....	137
xico Territory.....	.....	137
ɔf Columbia.....	.....	137
al.....	300	14,615

ionment according to first paragraph of the President's regulation of April 30, 1855.

H. K. CRAIG, *Col. of Ordnance.*

:E OFFICE, *Washington, October* 26, 1859.

B.

ement of the ordnance and ordnance stores distributed to the milit
om July 1, 1858, to June 30, 1859, under the law of 1808, a
nended by the seventh section of the act approved March 3, 1855.

21 6-pounder bronze guns.
6 12-pounder bronze howitzers.
6 mountain howitzers.
14 6-pounder carriages.
1 12-pounder howitzer carriage.
6 12-pounder mountain-howitzer carriages.
9 caissons.
1 battery wagon.
29 sets of artillery harness for two wheel-horses.
24 sets of artillery harness for two lead-horses.
411 percussion muskets and appendages.
170 muskets altered to percussion.
5,310 rifle muskets, caliber .58 inch.
430 artillery musketoons.
749 percussion rifles.
37 long-range rifles caliber .54 inch.
1,230 long-range rifles, caliber .58 inch.
138 Sharpe's carbines.
306 Colt's rifles.
1 Colt's cavalry carbine.
61 Colt's artillery carbines, with sword bayonets.
8 Colt's holster pistols, with attachable carbine breech
60 Colt's holster pistols.
518 Colt's belt pistols.
928 percussion pistols.
10 Adams's pistols.
770 cadets' muskets.
812 cavalry sabers.
218 horse-artillery sabers.
356 non-commissioned officers' swords.
101 musicians' swords.
398 artillery swords.
3,328 sets of infantry accouterments.
1,864 sets of rifle accouterments.
623 sets of cavalry accouterments.
439 sets of accouterments for cadet's muskets.
400 sets of accouterments for artillery musketoons.
100 infantry cartridge boxes.
1,000 infantry cartridge-box belts.
1,318 infantry waist belts.
2,010 infantry bayonet scabbards.
1,250 cap-pouches.
400 bayonet belts.
850 gun slings.
250 rifle pouches.

250 copper powder flasks.
50 flask and pouch belts.
200 pistol cartridge boxes.
360 cavalry saber belts.
50 carbine slings.
50 carbine swivels.
276 sword knots.
25 pairs of holsters.
100 holsters for Colt's pistols.
238 artillery saber belts.
320 artillery sword belts.
254 sword shoulder belts.
100 soft leather caps for holsters.
4 breechings.
6 short traces.
6 watering buckets.
20 nose bags.
6 hand-spikes.
5,000 expanding balls.
31,000 Maynard's primers.
12,000 percussion caps.
21,200 friction tubes.
8 tarpaulins.
4 cannon locks.
4 pendulum hausses.
2 muzzle sights.
4 sets of implements and equipments, for 6-pounder guns.
100 lanyards for primers.
200 cartridges for small arms.
100 6-pounder sponges.

H. K. CRAIG, *Colonel of Ordnance.*

RDNANCE OFFICE, *Washington, October* 26, 1859.

C.

'ement of ordnance and ordnance stores issued to the army and to the several military posts, for the year ending June 30, 1859.

12 6-pounder bronze guns.
4 12-pounder bronze howitzers.
4 12-pounder mountain howitzers.
6 Coehorn mortars.
5 8-inch siege mortars.
6 10-inch "
38 42-pounder guns.
11 32-pounder "
6 24-pounder "
10 8-inch columbiads.
3 12-pounder siege guns.

24 4-pounder howitzers, for flank defense.
14 6-pounder carriages.
4 12-pounder howitzer carriages.
5 mountain " "
16 caissons.
3 battery wagons.
3 traveling forges.
4 portable " "
3 siege carriages.
10 8-inch columbiad barbette carriages.
11 32-pounder " "
12 42-pounder " "
26 42-pounder casemate carriages.
6 24-pounder " "
5 Coehorn mortar beds.
6 10-inch siege mortar beds.
4 8-inch " "
67 10-inch shot.
929 8-inch "
5,995 42-pounder shot.
520 10-inch columbiad shells.
1,430 8-inch " "
575 24-pounder howitzer shells.
500 24-pounder shells.
955 stands of ammunition, for garrison service.
837 " " for field "
4,775 rifle-muskets and appendages.
730 rifles and appendages.
3,024 Sharpe's carbines.
143 Maynard's "
2,320 Colt's belt pistols.
924 " holster pistols, with attachable carbine breech.
2,177 cavalry and horse artillery sabers.
93 swords for non-commissioned officers and musicians.
3,326 sets of infantry accouterments.
150 " rifle "
310 " cavalry "
3,067 " horse equipments.
1,755,280 cartridges for small arms.
4,850 pounds gunpowder.

H. K. CRAIG, *Col. of Ordnance.*

ORDNANCE OFFICE, *Washington, October* 26, 1859.

Statement of the principal operations at the Armories and Arsenals during the year ended June 30, 1859.

SPRINGFIELD ARMORY.

JAMES S. WHITNEY, SUPERINTENDENT.

Arms and appendages fabricated.

11,500 rifle muskets, model of 1855.
1,502 rifle cadet muskets, model of 1858.
165 percussion muskets, rifled and sighted.
6 arms altered to Morse breech-loader.
2 cavalry musketoons, rifled.
30 " altered to artillery.
60 fencing arms.
1 double-barreled gun, for buckshot.
1 Brown's pistol, (revolver.)
5 " " in progress.
698 Morse breech-loaders, in progress.
14,645 wipers, model of 1855.
13,265 screw drivers, model of 1855.
5,071 ball-screws, " "
22,488 tompions, wood, " "
4,479 tumbler and band spring punches, model of 1855.
220 bullet-molds and swages.
563 arm-chests.
46 packing-boxes.

Components fabricated and issued to other posts.

570 swivels, sears, and tang screws for cavalry musketoons.
312 leaf sights and sears for cavalry rifle carbine.
130 stocks, for rifle muskets.
80 tips, rivets and stops, for rifle muskets.
81 butt-plates and screws, " "
231 guard-plates " " "
636 bows, swivels, &c., " "
736 triggers and screws, " "
52 rear-sights, complete, " "
1,500 parts for " " " "
200 leaf-sights, " " "
62 front-sights, " "
399 breech and vent screws, " "
1,500 barrels, welded, " "
600 " cone-seated, " "
7 " complete, " "
140 tang screws, " "

307 upper, middle, and lower bands, for rifle muskets.
729 band springs, swivels and rivets, " "
1 lock, " "
22 lock plates, " "
9,086 lock screws, &c., " "
260 ramrods, " "
1,102 bayonets, clasps and screws, " "

Machinery.

1 swage drop, completed.
6 tilt-hammers, "
2 machines for polishing barrels, completed.
1 machine for squaring butts of barrels, completed.
1 machine for finishing breech screws, "
2 milling machines, in progress.
1 machine for rolling iron, in progress.

9,530 muskets in the arsenals have been cleaned and oiled during the year.

Component parts for at least 4,200 rifle muskets are in various stages of progress, many of them finished, and including 7,424 barrels.

Improvements at the water-shops.

The new forging and grinding shop has been completed, and is now fully occupied for all the forging, welding, and barrel-grinding done at this armory. A complete set of machinery for welding musket-barrels, by rolling, has been put in successful operation. Iron furnaces for barrel-rolling, and also for working scrap-iron, have been erected; two annealing furnaces completed; foundations for new rolling mill for working scrap-iron have been in part laid; forging machinery removed from the "hill," and arranged and put to use in the new shop.

Grounds and raceway at the water-shops.

A permanent wall of heavy stone masonry has been carried up between the dam and the stone bridge. The raceway has been further excavated, about three hundred feet, and the bank wall for the same distance of raceway completed. The ground between the dam and bridge has been raised and filled with earth to the level of the new walls. A new road has been constructed over the raceway, and to the limits of the government land on the south side of the stream, and a large amount of grading done about the new shops.

Improvements on the hill.

The government road on Byers street has been continued and completed; the road on the north side of the armory in part graded; stone and cement foundations for iron fence laid on Byers street; an

venue on Franklin square constructed; and the walks, grounds, and buildings on the hill kept in good repair.

Many improvements have been made in machines for milling components of arms, in place of the former method of filing, and the machinery generally kept in repair.

HARPER'S FERRY ARMORY.

ALFRED M. BARBOUR, SUPERINTENDENT.

Musket factory.—Arms and appendages fabricated.

4,400 rifle-muskets, complete.
1 rifle-musket without bayonet or rear sight.
2,088 rifle-muskets without rear sight.
955 rifle-muskets taken from stores and rear sighted.
1,500 percussion muskets rifled and altered with sights.
200 flint-lock muskets rifled and altered with sights, and browned.
8,794 screwdrivers.
8,283 wipers.
692 ballscrews.
7,136 cones, extra.
1,765 band and tumbler punches.
6,335 tompions, wood.
1,024 spring vices.
1,044 rear sights.
128 rear sights for altered muskets, caliber .69.
40 bullet molds, expanding ball, caliber .54.
119 bullet molds, expanding ball, caliber .58, casting four balls.
68 bullet molds, expanding ball, caliber .58. casting six balls.
2 bullet molds, round balls for Colt's pistols.
1 bullet mold, round balls for Colt's pistols, caliber 58.
14 bullet molds, expanding ball, caliber .69, casting six balls.
1 bullet mold, expanding ball, caliber .69, casting eight balls.
7,560 barrels, unserviceable.
615 barrels, polished.
10 barrels, polished, with rear sights.
234 barrels, polished, serviceable for issue.
5 barrels, polished, rifle-musket, caliber .48, experimental.
1,000 hammers.
600 hammers for percussioning rifles.
16,132 lbs. iron manufactured and rolled from scraps.
270 rifle-musket bayonets.
214 rifle-musket ramrods.
188 packing boxes.
10,463 parts of rifle-musket, for issue to other posts.
10 planes for stockers.

41,556 pounds old cast iron,
343 pounds scrap brass,
14,139 pounds scrap steel,
} Saved from articles broken up.

Rifle factory.—Arms and appendages fabricated.

1,500 rifles, new model, without rear sights.
316 rifles, new model, with rear sights.
650 rifles, new model, without rear sight, iron mounting.
1,062 percussion rifles, caliber .58, altered.
842 percussion rifles, caliber .54, altered.
2 rifles, breech loading, Arnold's plan.
2 chambers and wipers for same.
2,358 cones, extra, new model rifle.
200 movable front sights, new model rifle.
4,242 sword bayonets for rifles.
315 stocks finished for issue to other posts.
150 percussion rifle main-springs for issue to other posts.
240 swages for balls, calibers .54, .58 and .69, for issue to other posts.
730 upper bands, rifle model, 1842, for issue to other posts.
240 ramrods for issue to other posts.
155 guard bows for issue to other posts.
1 rear sight and brass lower band, sample.
1 barrel and one lock for rifle, sample.
2 barrels, (Arnold's,) experimental.
1 rear sights for rifles, sample.
2 barrels, rifle, model 1855, sample.
2 barrels, rifle, sample.
100 studs for sword bayonets.
209 rear sights for rifles, altered, caliber .58.
2 rifle barrels with rear sights, caliber .58, sample.
16 rear sights for rifles, caliber .58, sample.
16 tumblers for rifles, calaber .58, sample.
16 bridles for rifles, caliber .58, sample.
40 sear springs for rifles, caliber .58, sample.
8 upper band swivels for rifles, caliber .58, sample.
30 hammers, caliber .58.
146 sword blades, unserviceable.
561 barrels.
3,472 spare parts of rifles, serviceable, for issue to other posts.

Tools fabricated and in progress.—Musket factory.

2 first class rifling machines, completed.
1 machine for bedding barrels in stock, completed.
1 machine for milling and chambering rifle-musket barrels, completed.
2 machines for profiling stocks.
4 machines for drilling rifle barrels.
1 machine for copying.
1 machine for forging cast-steel rifle barrels.

In process of fabrication.

. double machine for turning sword hilts.
. machine for forging pins.
: machines for forging ramrods.
. lathe for turning iron and steel, remodeled and improved.
: machines for planing, remodeled and improved.
½ lineal feet counter machinery finished, with iron pulleys, hangers, &c.
) lineal feet main line machinery finished, with iron pulleys, hangers, &c.
l large and improved annealing furnace, with a cylinders, pans, &c.
l water-wheel, flume, shafting, (main and counter,) with pits, head ates, fixtures, walling, &c., for converting the old stock-house into a orkshop. Foundations for barrel rolling machinery and furnace at lt shop, in a forward state of progress, with the castings, bolts, and her materials for chimney stack prepared.

A complete system of ordinary repairs of machinery, tools, and ktures, has been carried out, placing the armory in a great state of ficiency.

Tools fabricated.

set of tools for Mont Storm breech-loading rifle.
set of tools for rear sights, rifle-muskets.
set of tools for milling butt plates, rifle-muskets.
set of tools for milling guard bow studs.
set of tools for milling studs of middle band.
set of tools for completing sets for rifle-muskets.
set of tools for altering flint-lock rifle to percussion.

Tools and machines fabricated and in progress.—Rifle factory.

25 feet first class counter machinery, with iron pulleys, &c.
35 tools assorted: bitts, drills, gauges, saws, taps, &c. The tools for casting, cutting, drilling, and filing tips have all been changed to conform to present model.
1 full set of forging tools for upper and lower bands, box covers, and side-screw washers, have been completed and now in operation.
1 set of tools for forging butt plates.
1 new turning lathe, complete and in operation.
10 milling machines, altered and improved.
Tools for forging guard bows and guard plates are in a forward state f advancement.

Very considerable ordinary repairs have been made during the year, eeping the machinery, fixtures, grounds, &c., in a good condition.
3 milling machines,
1 power planer and apparatus,
1 power lathe and apparatus,
1 hand lathe and apparatus, and
1 engine lathe and apparatus were purchased and put in position.

Buildings.

The building on the sorth end of the arsenal square, designed as quarters for the master armorer, advanced to the roof, as by last report, has been completed during the year, and is now occupied. A new brick outhouse, on stone foundation, covered with slate, and a board stable, also covered with slate, have been built on the ground of the master armorer's quarters, on Camp hill, and the building partly repainted and improved. A rain-water cistern with fixtures has been constructed for these and the quarters on Shenandoah street.

Two hundred and twenty-four feet of stone pavement have been laid at the adjoining quarters, occupied by the chief clerk, since the 21st of September, 1858.

The paymaster's quarters have been very materially enlarged and improved by an addition of one story to the height, and galleries and porticoes on the east and west sides, and the interior arrangement entirely altered, finished, and thoroughly painted, and occupied by the paymaster.

One thousand feet of fence, with locust posts, oak string pieces, and yellow pine paling, have been constructed for these quarters, and inclosing reserved ground.

The dwelling houses of the persons employed at the armory have had repairs done to them, to preserve them in tenantable order.

All the shops at the musket and rifle factory have been more or less improved, including the painting of all the window frames and sash.

The new stock-house has been fitted up for stocks.

In the carpenter's department three hundred arm chests have been altered to suit the new arms.

A watch-house has been partitioned off from one end of the forging shop at rifle factory.

Grounds.

Up to the close of the fiscal year, but little comparative progress has been made in the construction of the new dam over Potomac river, to supply the place of the old one, for feeding of the armory canal.

The contractor for this work, which is controlled chiefly by a civil engineer in charge, has performed preparatory labor and procured materials, amounting in the whole to about $2,827 20, for which he has been paid. A large number of heavy iron bolts and nuts for securing the coping and timber of the work have been prepared at the armory from scrap-iron, made and forged in the rolling-mill and workshops of the armory.

Two thousand five hundred and ninety-three perches of heavy stone masonry have been built on the south bank of the armory canal; 4,443 yards excavation and filling earth, and 209 yards rock excavation for same.

A large number and quantity of materials for inclosing the arsenal grounds have been procured, consisting of stone coping for rear wall and piers for gateway, with pier caps of cut stone; and also, a large amount of iron fence castings, which are now on hand ready for use.

ıdition to the regular manufacture of arms, much labor has been led in experimenting on breech-loading arms. One on the Arlan and one on the Mont Storm plan, for altering old arms to loaders, three hundred of which are now in progress and will pleted, on the latter plan, in the year commencing 1st July,

ty-five issues of ordnance stores and supplies for the army of the States, and for arming and equipping the militia of the States, en made within the year, consisting of a great variety of arms, ages, and the component parts of the new and the old model nd for the repair of same in service.

WATERVLIET ARSENAL.

COMMANDED BY MAJOR A. MORDECAI.

Permanent Improvements.

r authority granted at the last session of Congress, a piece of has been purchased adjoining the south side of the arsenal and east of the Erie canal. On this ground, which is adjacent rincipal workshops of the arsenal, an iron building has been as a store-house for gun-carriages, &c., on a plan approved by etary of War. The building is two hundred feet long by one l feet wide, and has a gallery or second story twenty-five feet tending the whole length on each side. The iron work is comnd the building will be ready for use as soon as the flagging of is laid. The lumber has been purchased for the gallery ut it will require time to season before being laid down. The k was executed by the "Architectural Iron Company" of New a satisfactory manner, according to their contract. The has had an exterior coat of brown zinc paint, and presents a e appearance. The ground on which it stands is temporarily with a board fence.

be cut with it on a length of fifteen feet to the depth of twelve inches or more; and the cutter can work at any angle with the bed for cutting oblique mortises. The machine is also used for letting in iron axle-trees, and for other work on seige and field carriages. It was made by Mr. Henry Allen, of Norwich, Connecticut, a patentee of mortising machines for cabinet work, and it is the only one he has made of this large size.

A new bullet-press has been constructed for making expanding bullets for rifled small arms. The press heretofore used for this purpose was made at Allegheny arsenal; it is ingenious, but too complicated to be easily kept in good running order, and great embarrassment was caused by the frequent failure of the apparatus for holding the two parts of the dies together during the formation of the bullet under the heavy pressure. Some alterations were made in the machine to remedy these defects; but with these improvements, the best result obtained during a month's work with this press was the production of 290,000 bullets in twenty-six days of the month of June, 1858, which is equivalent to 10,000 a day, or 1,000 an hour. From an examination of the machines used at the factories in this vicinity for making iron rivets, spikes, &c., I thought that a more compact and simple bullet machine could be made, and having obtained authority to that effect, I put the work under charge of Mr. Abram Snyder, the foreman of finishing-shop, by whom the new press was constructed and put in operation. The principle is quite different from that used in the older machine; the new one is also much more simple and more compact, occupying a space of only four feet by three and a half on the floor. This press was tried in the month of June, 1859; having been set in operation on the 6th, and kept at work twenty-one and a half days, including stoppages for slight repairs and for replacing worn out dies. The actual product in that time was 714,000 bullets, caliber .58; being an average of 33,000 a day, or 3,000 an hour. The average speed was about sixty-five revolutions a minute; but on the last day the speed was increaed to eighty, and 46,000 bullets were made in eleven hours; the machine working perfectly well at that speed. The actual cost of this press was about $550, but the patterns of the parts being once established, other machines can be built for much less money.

Principal articles fabricated during the year.

42 gun carriages,	for field artillery.
20 caissons,	
6 battery wagons,	
12 traveling forges,	
6 howitzer carriages,	for prairie service.
6 ammunition carts,	
20 portable forges and smith tools for mountain artillery.	
14 gun carriages,	for siege artillery.
12 mortar wagons,	
11 mortar platforms,	

36 barbette gun carriages,
78 barbette chassis,
10 casemate columbiad carriages and chassis,
75 casemate columbiad pintles and plates,
6 casemate 24-pounder gun carriages and chassis,
} for garrison artilery.
50 casemate 24-pounder howitzer carriages and chassis for garrison artillery.
10 Coehorn mortar beds, for garrison artillery.
10 gins.
50 gin blocks.
100 sets of iron work for flank casemate carriages.
3 sets of tools for field forges and battery wagons.
48 sets of artillery harness.
1,124 loading implements—rammers and sponges, with staves, for field and garrison artillery.
288 buckets, assorted, for field and garrison service.
350 handspikes, assorted, do.
497 sights for guns, do.
392 gunners' gimlets, vent pouches, &c., do.
595 chocks and quoins for guns and mortars.
175 gunners' haversacks.
549 gunners' pouches.
300 lanyards for friction tubes.
101 lock and vent covers.
209 pass boxes.
776 sponge covers.
12 pent-houses for siege and garrison guns.
59 tarpaulins.
444 tompions.
1,016 rounds of shells and spherical case shot, fixed, field service.
116 rounds of canister, do. do.
1,268 stands of grape for 42 and 32-pounder guns.
180 canisters for 24-pounder guns.
2,250 cartridge bags.
50 bullet molds, for two expanding bullets each, cal. 58.
1 bullet press, for making expanding bullets.
9,000 bullets for rifle muskets, pressed.
7,601 cap pouches and picks.
397 packing boxes for stores.

WASHINGTON ARSENAL.

COMMANDED BY BREVET MAJOR G. D. RAMSAY.

Principal articles fabricated.

108 barbette carriages and chassis.
40 sets of irons, for 32-pounder barbette carriages and chassis.
3 pent houses, for 32-pounder barbette carriages.

15,434 rifle-musket and pistol cartridges.
1,000 signal rockets.
326 Hale's iron war-rockets, 3 inch.
96 Hale's iron war-rocket cases, 3 inch.
300 6-pounder cartridges.
500 portfires.
1,308 cap pouches.
50 vent covers.
20 watering buckets, leather.
50 sets pole pads and straps.
20 pairs stirrups.
42 valises.
4 sets artillery harness for two wheel-horses.
338 parts of artillery harness.
17 iron bunks, for enlisted men.
106 packing-boxes.
1 Hale's rocket stand, iron.
6 roller handspikes.
1 model 8-inch gun-carriage and chassis, wood.
1 axlebody, 6-pounder.
14 signal models, for military purposes.
6 closets for barracks.
1 set cart harness.
3 wheelbarrows.
14 oil cans.
A variety of fireworks.

Articles unfinished.

7 8-inch howitzer barbette carriages.
12 8-inch howitzer barbette chassis.
20 sets irons for barbette chassis.
20 sets irons for barbette carriages.
20 sets caisson irons.
112 leading traces.
56 wheel traces.
54 collars.
1 horse cart.

Other work done.

197 32-pounder barbette carriages extensively repaired and painted.
154 32-pounder barbette chassis extensively repaired and painted.
4 10-inch mortar beds extensively repaired and painted.
410 muskets cleaned.
50 Colt's pistols cleaned.
50 cavalry sabers cleaned.
500 rifle ramrods altered to new pattern.
20 iron bunks altered and painted for barracks.
98 sword-bayonets attached to rifles.
32 rifles altered to percussion.

2 carts and one wagon repaired.
),304 feet gun-carriage timber received and stored.
474 barrels powder received and stored.
In addition to the above, extensive repairs have been made to the ops, quarters, and store-houses, temporary sheds erected for the servation of stores, and various repairs made to machinery and tools. Much time and labor has also been bestowed on breech-loading arms, l in preparing targets and penetrating butts for testing small arms, l in experiments with the same, and with Hale's iron war-rockets. The arsenal grounds have been improved, and the wharf on the tern branch of the Potomac has been rebuilt.

ALLEGHENY ARSENAL.

COMMANDED BY MAJOR JOHN SYMINGTON.

Stores fabricated.

8 6-pounder field carriages,
11 caissons,
3 battery wagons,
2 traveling forges,
} With implements, equipments, tools, and spare parts complete.

2 casemate and garrison gins.
4 iron blocks for garrison gins.
26 gins and maneuvering handspikes.
144 sponge and watering buckets.
9 gunners' callipers.
26 gunners' haversacks.
237 implements for field artillery.
67 large tarpaulins.
24 extra wheels for field carriages, (without tires.)
23 ammunition chests for field carriages.
105 pole pads and straps.
1 specimen breech-loading carbine.
)00 cartridge boxes and plates.
)00 infantry cartridge-box belts and plates.
00 1.9-inch waist belts and plates.
90 rifle waist belts, with clasps and sword-bayonet scabbards.
14 bayonet scabbards, with frogs.
60 gun slings.
)0 cap pouches and cone picks.
40 belt pistol holsters and cartridge pouches.
32 saddle holsters, pouches, covers, &c.
35 Campbell's saddle valises.
)0 carbine slings.
'0 cavalry saber belts.
12 musicians' waist belts.
55 musicians' &c. waist belt plates.
)0 buttons, studs, and tips for accouterments.

635 saber and sword knots.
552,700 musket and carbine elongated-bullet cartridges.
100,000 musket elongated bullets.
5,640 sabots for cannon.
92 pairs brass hinges.
800 packing boxes, assorted.

Machines, &c., fabricated.

1 elongated-bullet press.
1 lead-rolling machine.
1 machine for graduating scales.
1 hydrulic press and pump.
1 planometer for testing surfaces.
6 cast-iron forges, with anvils, blocks, wind-pipes, &c.
1 trip hammer and fixtures.
1 drop hammer and fixtures.
80 feet of main line, and 30 feet of counter shafting, with hangers, pulleys, bands, &c., put up in new shops.
1 set of circular-saw fixtures.
1 set of vertical-saw fixtures.
1 cylinder shot gauge.
3 chucks, for lathe and iron planes; and
A number of other tools.

Machines, &c., put in operation in new shops.

1 circular saw.
1 vertical saw.
1 rotary shearing machine.
1 punching machine.
1 boring and tenoning machine.
1 iron planer.
2 engine lathes.
1 trip hammer.
1 drop hammer.
80 feet of main line, and 30 feet of counter shafting.

Heating apparatus, namely: a boiler 12 feet long and 36 inches diameter, with five strands of radiating steam-pipes passing through each room and passage of the new laboratory. Also, a force pump.

Buildings, &c., constructed, &c.

One laboratory, frame, main building 68 by 30 feet, with two wings, each 27 by 18 feet, one story high, and zinc roof.

One laboratory, 42 by 23 feet, with a boiler-room 25 by 20 feet, frame, one story, zinc roof.

One brass foundery, with separate furnaces for 8 crucibles, 66 by 29 feet, brick, 1 story high, and slate roof.

One ice-house, 18 feet diameter, and 18 feet deep.

One magazine, 86 by 43½ feet, brick, 1 story high, and slate roof.

lastering the walls, laying the floor, and hanging the doors, deferred ntil the walls shall have become dry.

One keeper's quarters, (in upper park,) 38½ by 16 feet, with a wing) by 16 feet, frame, one story high, with finished garrets; requires lastering and painting to complete it.

The stone basement of a new stable, 75⅓ by 75½ feet, with two pro-cting pediments, 32 by 8½ and 3½ feet, built.

A tunnel 314 feet long, 5½ feet high, and 4½ feet wide, finished; 314 :et of 5-inch pipe laid, and a force pump made and put up for supply-ag the steam engines with river water.

Five ventilators, each 6 feet square and 10 feet high, made and put n new machine shop.

Fourteen iron columns, 400 feet railway, a car, and a hoisting ap-aratus, made and put up in store-house No. 1.

Five hundred and seventy lineal feet of stone revetment wall built n the river front.

One hundred and ninety lineal feet of brick barrel sewer built.

Other work done.

A large portion of the slopes of the hill in the upper and the low rounds filled up and sodded.

Three hundred and fifty forest and ornamental trees planted.

All the gun-carriage timber taken down, assorted, and repiled in he storehouses.

The buildings, gas and water-works, culverts, sewers, roads, fences, achinery, &c., extensively repaired.

FORT MONROE ARSENAL.

COMMANDED BY CAPTAIN A. B. DYER.

Buildings and improvements.

The walls of the new workshops have been built, and the roof framed ıd partly put in place. These shops are of brick, on a concrete found-:ion, one story high, and T shaped, 250 by 52, and 90 by 33 feet. hey are built in a marsh, and 2,658 cubic yards of earth have been :posited about them.

EXPERIMENTS, ETC.

1. *Wrought iron gun-carriages.*

Experiments to test the fitness of wrought iron for barbette and semate carriages were commenced during the year ended June 30, 58.

The following year an 8-inch columbiad carriage was made, and rted by a board of officers, whose report was rendered September 22,

1858. The carriage was afterwards subjected to severe trial by firing, and extensive alterations were introduced. Drawings of wrought iron carriages for garrison and sea-coast guns have been prepared.

2. *Columbiads.*

To test the endurance of the new model unchambered columbiads, two 8-inch and two 10-inch guns were fired, as follows, viz:

One 8-inch columbiad 1,000 times.
One " " 1,300 "
Two 10-inch columbiads 1,000 times each.

The charge of powder for the 8-inch guns was 10 pounds, and for the 10-inch guns 16 pounds; shot and shells were fired in the proportion of one to four.

A 42-pounder is being fired to test its endurance; it has been fired 280 times.

These guns were fired from the wrought iron experimental carriages.

A report of the firing of the columbiads was made to the inspector of ordnance.

Sawyer's 9-pounder rifled cannon was tried. Report rendered September 7, 1858.

A light 12-pounder gun has been fired to determine ranges, &c., with shot, shells, and spherical case shot.

Experiments to test the effects of buck-shot, when fired from rifled muskets, have been made.

Stores fabricated.

1	8-inch columbiad casemate wrought iron upper carriage and chassis.
4	siege platforms.
1	mortar platform.
2	gunners' sleeves.
16	shod handspikes.
8	pass boxes.
19	powder funnels and measures.
55	sponge covers for sea-coast guns.
78	rounds of 12-pounder shot, fixed.
4,829	cartridge bags for sea-coast guns.
42,800	cartridges for small arms.
200	signal rockets, 2-inch.
1	set fireworks.
1	barbette pintle.
20	trace ropes.
3	blocks for lifting jacks.
1	loading tongs for 8-inch howitzer.
5	standard copper measures.
1	18 pounder pent house.
174	chocks.
8	skids.
6	shifting planks.
1	stand for cleaning shot.

9 sets trunnion rings and chains.
25 pounds putty.
275 pounds paints, mixed.
1 copper adze.
1 copper hammer.
18 copper pans.
4 dedging boxes.
41 packing boxes.

Other work done.

2 10-inch mortar beds painted.
31 32-pounder pent houses painted.
1 18-pounder pent house painted.
100 ammunition boxes painted.
1 garrison gin and 2 sling carts painted.
3 store houses painted.
16 shod handspikes painted.
23 8-inch columbiad sponges and staves painted.
66 sea-coast cannon hauled from wharf to gun yard.
10,428 shot and shells hauled from wharf to gun yard.
378 small arms cleaned and oiled.
837 square feet beds for shot piles built.
5,272 cubic feet concrete laid in foundation, and
507,200 bricks brought from Hampton to Fort Monroe for new work shops.
5,017 rounds filled and fired from various cannon,
3,900 grummet wads, for various calibers,
1 floating target,
} for experimental firing.
1 bomb-proof shelter and magazine.
69 iron cannon cleaned, lacquered, and skidded.
5 10-inch mortar beds repaired.
11 columbiad rammers and staves repaired.
78 muskets and pistols repaired.
1 field and siege gin repaired.
6 sling carts, repaired.
31 32-pounder pent houses repaired.
1 light wagon repaired.
4 horse carts repaired.
16 wheel-barrows repaired.
3,359 stone cutters' and smiths' tools repaired.
18,441 shot and shells cleaned, lacquered, and piled.
Casemate fitted up for Navez electro-ballistic apparatus.

The armament of Fort Monroe has been repaired and painted as follows:

6 32-pounder casemate gun-carriages repaired.
1 siege battery painted.
3 mortar wagons painted.
8 6-pounder sponges and rammers repaired.
10 pass boxes repaired.
1 casemate trunk repaired.
1 815 cannon balls lacquered.

ST. LOUIS ARSENAL.

COMMANDED BY MAJOR WM. H. BELL.

Articles fabricated.

12 lanyards for friction primers.
25 common lanterns.
60 copper powder-measures.
651 spherical case shot and shells, different calibers, strapped, with metal fuzes.
95 12-pounder howitzer canisters.
60 tompions for rifle muskets, caliber .58.
3,543 6-pounder cartridges and cartridge bags.
1,816,000 cartridges for small arms.
1,058,000 elongated balls, pressed, trimmed, and dipped.
6,800 pounds Colt's pistol balls cast.
16,000 pounds Sharpe's carbine balls cast and dipped.
247 metal fuzes cast and charged.
1,292 iron parts for repair of artillery harness.
750 picket pins.
1 rear sight for Colt's dragoon revolver.
10 locks for Sharpe's carbines.
235 sabots and cartridge blocks.
9 store trucks.
16 iron bolts, assorted.
99 pounds copper pipe.
15 pairs butt hinges, iron.
530 pounds horse shoes.
10 pounds solder.
65 pounds putty.
761 pounds paints, mixed.
6 sets alphabet and figure stamps.
6 benches.
345 cutters for rifling musket barrels.
1 beam compass.
3 graduated callipers.
18 powder funnels, copper.
1 shoe knife.
1 stone hammer.
1 shadow measure.
2 tin measures.
2 ladders.
12 rakes.
3 wheelbarrows, 2 stamps for 6-pounder cartridge bags.
22 arm chests, 1,495 packing boxes.
67 tin and 37 copper cans (5 gallons.)
1 closet for tools, 9 patterns for castings.
4 grates, 13 chimney tops (iron.)
39 handles for tools (assorted.)
2 lightning-rods.
8 wheels for public wagons.

Other work done.

500 percussion muskets repaired.
2,180 percussion muskets rifled.
2,180 ramrods altered for elongated balls.
2,210 rifle muskets, model of 1855, overhauled, hammer front notched, and obstructions in barrels removed.
5 percussion rifles repaired.
109 pistol carbines repaired.
13 Sharpe's carbines repaired.
10 artillery spare poles, ironed.
33 shovels for caisson ironed.
717 canisters and shot, fixed, old pattern, broken up.
,640,598 cartridges for small arms broken up.
46 artillery carriages overhauled and painted.
14 traveling forges overhauled and painted.
16 battery wagons overhauled and painted.
4 cells built for prisoners.
2,940 square feet flooring laid in shops and storehouses.
600 square feet of roof covered with shingles.
ublic buildings painted, whitewashed, &c.
utters and down pipes repaired, fences erected.
ublic wagons repaired, tools and machinery repaired, cleaned, and painted.
unching machine erected.
879 boxes, and 247 barrels of powder munitions removed from Marine Hospital magazine to magazine on Jefferson Barracks reserve, and the former magazine turned over to the United States Treasury Department.
329 powder barrels repaired and re-coopered with copper hoops.
The stable, laborer's, and keeper's house, on Jefferson barracks erve, repaired and whitewashed. Inclosing wall around old magaie pointed, and the grounds inside and outside of inclosing wall und new magazine graded, 2,000 square yards; 1,500 yards of ding done around inclosing wall of old magazine.
30 acres of grubbing done on Jefferson barracks magazine grounds.
10 acres of brush-wood cut down on same grounds.
1,754 boxes of ordnance stores received and inspected.
3,714 boxes of ordnance stores counted, packed, and issued.

FRANKFORT ARSENAL.

COMMANDED BY BREVET MAJOR P. V. HAGNER.

Rifling Musketoons.

atisfactory trials having established that the musketoon could be ch improved, at small cost, by rifling and using an elongated ball,

those in store and under repair have been so altered. The alteration includes, also, sighting, a new rammer-head cupped, inserting eight ounces of lead under the butt-plate to balance the arm better, and attaching the rods by a chain swivel in place of the old one, (which would not answer for the altered rammer-heads.) Trials at four and five hundred yards, made at this arsenal, gave very satisfactory results as to the efficiency of this gun and ball; and when tried at Carlisle, (only partially as yet,) the reports were also favorable. It is undergoing a more extensive trial at that post.

Stadia and army target prize-medal.

Patterns for these articles were prepared here, and, after adoption, enough for each kind were made for the present use of the army. The stadia are issued in chamois-skin bags, and the medals in Morocco boxes.

Fabricated.

11	tarpaulins.
12	pendulum hausses, for 12-pounder gun of 1857.
1,628	girths and surcingles.
280	tompions for cadet muskets.
277	picket-pins and ropes, for trial in the field.
202	hitching straps, " "
1	pair hopples, with chain, " "
811¼	pounds fulminate of mercury.
849	" percussion powder.
57	" friction powder.
6,007,200	percussion caps, in bags and boxes.
80,800	friction tubes, in tin boxes.
8,030,000	tape primers, in tin boxes.
74,602	cartridges, for small arms.
1	set of inspecting instruments for cannon.
5	specimen callipers.
4	sets of inspecting instruments for shot and shells.
149	ring gauges for shot and shells.
1	set of inspecting instruments for powder.
81	brass stadia, company target-prizes.
5	silver stadia, for regimental target-prizes.
3	medals, army target-prize.

Other work done.

1,932	barrels powder inspected, (cannon.)
668	" " " (musket.)
707	sets of horse equipments inspected.
6,050	dark-blue saddle blankets inspected.
1,014	scarlet " " "
512	horse shoes inspected.
1,050	curry-combs "
3,885	flint muskets altered for tape primer, and rifled.

688 percussion muskets repaired and rifled.
91 percussion muskets rifled.
344 cavalry musketoons rifled and sighted.
226 water-tight tin linings for packing-boxes (muskets and others) prepared for shipment to California.
New patterns for horse equipments prepared. Trials of rifled musketoons and experiments on gunpowder made.

NEW YORK ARSENAL.

COMMANDED BY BREVET MAJOR W. A. THORNTON.

Fabricated.

9 muzzle sights for field guns.
13 lanyards for cannon locks.
1,500 blank cartridges for muskets.
504 chains and pins for barbette pent-houses.
36 barbette pent-houses for 32-pounder guns.
2 signal torches, with clasps and swivels, copper.
3 grates for sewers.
21 braces, drills, and other tools.
1 book-case.
56 feet, lineal, of carpenters' benches.
1 bridge, 40 x 30½ feet, between abutment and pier of wharf.
108 pounds spikes, nails, and rivets.
1,110 pounds paints, various.
222 pounds putty.
995 packing-boxes for arms and stores.

Other work done.

79 barbette chassis and top carriages repaired.
987 barbette chassis and top carriage-bolts, thread recut.
870 barbette carriage-tire spikes straightened and repointed.
1 seige-carriage repaired by a new bolster and nuts tightened.
2 10-inch mortar-beds repaired with new transoms.
6 field carriages repaired, with numerous new parts.
19 sets of pole-irons adapted to carriages.
800 feet flooring timber laid in carpenter's shop.
11 squares of flooring put down in quarters and shops.
1 boat float repaired with new flooring, fenders, bolts, springs, shackles, &c.
2 boats thoroughly repaired.
167 barrels of powder rehooped.
636 boxes of ammunition, lined with canvas, and the joints painted.
1,087 bayonet scabbards, buff frogs, blacked.
6,047 " " secured to frogs by copper rivets.
35 barbette chassis and carriages, nuts tightened, joints wedged and trimmed.
207 barbette chassis and top carriages, oiled, puttied, and painted.

10 field carriages oiled, puttied, and painted.
19 sets field implements oiled, puttied, and painted.
1 sling cart " " "
36 barbette pent houses, " " "
43 32-pounder guns painted.
1,206 square yards of painting on wharf, bridge, and public buildings.
1 ordnance boat painted two coats.
952 shells and stands of grape shot boxed for shipment.
27 field guns and howitzers boxed.
62 barbette pent houses materials dressed.
38 " carriages placed in battery and guns mounted.
35 " pent houses adapted to guns in battery.
54 cannon locks, adapted to guns.
64 casemate iron upper carriages oiled.
608 feet of hose cleaned and greased.
524 cubic feet of brick partition taken down in shops.
3,000 bricks cleaned, for relaying.
12 cubic yards of stone foundation laid in shops.
384 square feet brick flooring laid in smith's shop.
60 cubic feet of brick walling built in shops.
63 cubic yards concrete stone masonry taken up and relaid, in the erection of wharf bridge.
3,788 feet of timber dressed and framed for same.
12 squares of 4-inch planking laid in bridge.
711 square feet partitioning dressed and put up in quarters and shops.
5 panel doors made and hung in buildings.
51 lights of glass set in buildings.
4 square yards of hard-finish plastering in buildings.
4,498 square yards of white-washing in buildings.
40 stone masons' chisels sharpened.
613 guns, howitzers, &c., cleaned, lacquered, and skidded.
1,051 cannon cleaned and oiled.
2,200 shells plugs extracted, regauged, and piled.
48,398 shot and shells examined, cleaned, lacquered, and repiled.
8,307 muskets, rifles, and pistols cleaned, oiled, and reboxed.
2,500 swords, sabers, &c., " " "
95 mouth pieces for sabers cleaned and oiled.
13,429 plates for accouterments rebundled.
1,008 belts, various, cleaned and reblacked.
883 barrels of powder rolled and repiled in magazine.
20 squares sodding cut and laid.
82 yards manure hauled and spread on grounds.
94 barbette carriages hauled to and from yard.
180 guns and mortars hauled to and from yard.
552 barrels powder hauled to and from magazine.
16,678 shot and shells hauled to and from wharf.
4 tons smith's coal hauled from wharf.
31 field carriages hauled to and from wharf.
30 mortar beds " "
39 pieces carriage timber "

32,829 pounds hay hauled from wharf to barn.
71,582 feet lumber hauled from wharf, selected, and piled.
3,504 boxes of stores hauled to and from wharf.

Inspected at contract establishments.

80 rifles and appendages, Colt's.
60 pistols " " dragoon size.
5,368 " " " belt "
932 carbines " "
400 " " Maynard's.
2,200 " " Sharpe's.
120 swords, non-commissioned officers and musicians.
2,300 sabers.
25,230 spare parts for rifles, pistols, and carbines.
347,000 ball cartridges.
130,500 percussion primers.

WATERTOWN ARSENAL.

COMMANDED BY CAPTAIN T. J. RODMAN.

Articles fabricated.

6 42-pounder casemate gun-carriages and chassis.
2,152 cartridge bags for garrison guns.
938 implements and equipments for garrison guns.
800 grummet wads.
30 cartridge blocks.
118 linstocks.
200 lanyards, for cannon friction primers.
482 pounds of mixed paint.
7 housings, for experiments on gun metal.
1 hoisting crane.
2 jack screws.

Other work done.

927,300 musket cartridges, for flint-lock arms, broken up.
677 feet water and steam pipe repaired.
174 pass boxes and 87 powder barrels repaired.
53 24-pounder worms and staves "
130 barbette gun-carriages and chassis "
,667 small arms cleaned and oiled.
183 cannon cleaned and lacquered.
425 gun-carriages and chassis painted.
,lements for garrison guns, "
1 wooden barn shingled.
11 bulk heads put up, for testing gun metal.
18 experimental cylinders prepared and burst, for the purpose of determining the relation between the thickness of metal and the tangential resistance of hollow cylinders.

BENICIA ARSENAL.

COMMANDED BY CAPTAIN F. D. CALLENDER.

Buildings and improvements.

New arsenal store-house, 175 by 60 feet, of Benicia sandstone, commenced, foundation completed, and walls of lower story partly built.
Temporary quarters erected for the military storekeeper.
Old office converted into temporary officers' quarters.
Shed converted into office for the post.
Shed room built over blacksmith's forge.
Sheds built for temporary stables.
Frame building removed to make room for new arsenal store-house.
Well dug forty feet deep, twelve feet diameter, and walled up.
822 feet of two-feet stone culvert completed.

Fabricated.

336 sabots for spherical case shot and canisters.
288 sets straps and rings for shot and shells.
419 cartridge bags for field artillery.
507 holsters and belts for Colt's pistols.
140 breast and spur straps.
203 halter head-stalls and straps.
216 mountain howitzer spherical case shot and canisters fixed.
208 paper fuzes.
376 blank cartridges for cannon.
62,665 pounds of bullets for small arms.
909,142 cartridges for small arms.
1,010 ammunition and packing boxes.
93 arm chests.

Other work done.

4,376 percussion muskets rifled.
2,336 hammers notched.
914 packing boxes repaired.
9 gun carriages, field and seige, repaired.
10 gun carriage wheels, " "
6 public carts " "
4,980 small arms repaired and cleaned.
268 sets of accouterments repaired and cleaned.
243 saddle and horse equipments repaired and cleaned.
32,320 cubic feet of stone quarried.
21,580 " " " dressed and laid.
7,750 cubic yards earth removed in grading grounds.
Bullet press (steam power) put in operation.
Two lathes (steam power) put in operation.
Public buildings, fences, derricks, trucks, wagons, carts, post harness, tools, &c., kept in repair.

The armament of the forts in the harbor of San Francisco kept in order, and the guns and carriages at Fort Point lacquered and painted.

The ordnance and ordnance stores required for the troops in the department of California have been prepared and issued from this arsenal; and also large supplies of stores have been forwarded to Vancouver arsenal.

The arms for the militia of the States of California and Oregon, and the Territory of Washington, have also been supplied from this arsenal.

MOUNT VERNON ARSENAL.

COMMANDED BY BREVET CAPTAIN J. L. RENEE.

Fabricated.

79 tompions for 32 and 24-pounder guns.
1 bridle, 2 hammers.
15 dozen copper hoops.
25 dozen copper rivets.
12 ax handles.
3 wheelbarrows.
50 cords pine wood.
60,000 common bricks.

Other work done.

Three large and two small gates, made, painted, and hung.

The arch at south gate torn down and rebuilt; and other repairs done to inclosing wall.

A sustaining wall (7,500) cubic feet, of brick and stone, built at foot of slope near stables to prevent washing.

3,955 cart loads of earth hauled and placed in rear of sustaining wall.

A road opened to stone quarry (4 miles.)

A chimney built at quarters No. 2.

A shed built connecting quarters No. 2 with kitchen.

Piazza at hospital replastered.

Wood work of quarters 1 and 2, barracks, hospital, and interior fences, painted, and the brick work of same cement-washed.

The reservoir painted.

Two gun sheds removed, the bricks cleaned and used in building the sustaining wall.

32 rifles and 142 carbines cleaned and oiled.
1,327 barrels powder rolled.
55 powder barrels hooped with copper.
1,000 cart loads of earth and 480 square yards of sodding hauled and placed on parade ground.

Stores issued to Fort Morgan.

Supplies hauled to and from the arsenal.

Carts, wagons, harness, tools, buildings, fences, roads, and bridges and grounds, kept in order.

NORTH CAROLINA ARSENAL.

COMMANDED BY CAPTAIN J. A. J. BRADFORD.

Work done.

1. *On the inclosing wall of large magazine.*—Cutting of the coping stone completed, and the stone set in place; two doors made for, and hung in, the entrance way; 264 running feet of brick drain gutters laid under the eaves, and 47 square yards of brick pavement laid between the gutters and magazine walls; stone plat and steps set at magazine door, &c.

2. *On the line of work-shops.*—The extensive alterations in the roofs and the interior of shops, required for the advantageous arrangement in position of the large extent of machinery purchased last year, have been completed, painted, colored, &c., &c.

3. *On new gun-carriage and timber store, 153 feet 5 inches long by 55 feet 4 inches wide, two stories high.*—Six thousand five hundred and thirty-four cubic feet of earth excavated from foundation trenches; 5,360 cubic feet brick masonry laid in the foundation; 2,538 cubic feet laid in piers of superstructure, which has been carried up to the spring of the arches over the lower story openings, ten feet high; 102 barrels lime purchased and received; 5,812 cubic feet sand hauled from the pits, and 5,536 cubic feet mortar made; 2 large door frames and 28 centers made; beams and joists of first floor prepared and placed in position, &c., &c.

4. *Repairs of public buildings, tools, implements, &c.*—Extensive repairs of the roofs, gutters, leaders, &c., of all the public buildings; valves of force pumps of cisterns examined and readjusted; 1,053 stone cutters', and a large number of masons', bricklayers', smiths', and machine tools, implements, &c., repaired; mortar mill renewed, &c.

5. *Miscellaneous work done.—Fabricated.*—One hundred cartridge bags; 1,000 pounds screw-bolts and nuts; belt hooks and washers, shippers, &c., for machinery; 13 pairs horse shoes, and 7 pounds horse shoe nails; 8 mortar hods, &c.; 221,000 bricks received from kilns; 31,378 superficial feet lumber received from mills; 16 boxes heavy machinery received; care and cleaning machinery; 32 sets artillery harness cleaned and oiled; care and police of the public grounds, roads, paths, &c., in the square and rear grounds; care and police of the public buildings and stores; night and day watch, office, and the several other duties incident to the post.

6. *Since the last annual report, the following named machines have been established in position ready for use.*

Steam engine completed.
Engine lathe, large; 3 lathes, small.
1 chuck lathe; 2 wood turning lathes.

1 bolt-cutting machine; 1 dial machine.
1 dovetailing, 1 felloe, and 1 milling machine.
2 vertical and 1 horizontal drilling machine.
1 power and 1 foot morticing-machine.
1 nave box setting machine.
1 hub-morticing and 2 wood-planing machines.
1 iron-planing machine.
1 iron-punching and shearing machine.
1 rifling machine.
1 sabot and fuze-turning machine.
1 shaping, 1 tenoning, and 1 wheel machine.
1 spoke lathe.
1 circular and 1 scroll saw.

The shafting, belting, pulleys, &c., to work all the machinery has also been arranged in place.

CHARLESTON ARSENAL.

COMMANDED BY CAPTAIN J. GORGAS.

Work done.

14 barbette carriages and chassis repaired with new parts at Fort Moultrie.
7 pent-houses at Fort Moultrie and Castle Pinckney repaired.
1,266 small arms cleaned and oiled, or repaired.
125 swords and sabers cleaned and oiled.
52 percussion hammers altered for troops.
650 feet of wire fence, with iron posts and concrete foundation, set up.
139 6-pounder cartridge bags made.

All the buildings at the post, and the inclosing wall and fence have been rewashed, and the large gateway painted.

A new flag-staff has been made and placed in lieu of the old one, blown down by a storm. The old fence and out-houses in the south-southeastern part of the grounds have been removed, and a smaller inclosure substituted.

The quarters have been painted throughout, and a new floor and floor timbers laid on the lower piazza.

Stores have been issued to Forts Marion, Pulaski, and Moultrie.

BATON ROUGE ARSENAL.

TEMPORARILY IN CHARGE OF MILITARY STOREKEEPER, THEO. J. LEWIS.

Buildings erected.

Side walls and arches of brick cistern, 50 by 20 feet and 12 feet deep, built, and pipes for conducting water from building to the cistern partly laid.

Articles fabricated.

80 pounds of paint.
4 magazine locks.
16 packing boxes.
9 tin cans.
1 wagon.

Articles repaired.

6 artillery carriages.
12 sets of artillery harness.
236 muskets and rifles.

Other work done.

214 musket-rifle hammers altered.
297 small arms,
123 rifle sword-bayonets, } cleaned.
46 bayonet scabbards.
24 artillery carriages.
1,431 canister shot strapped,
4,903 bayonet scabbards, } unserviceable; broken up.
226,740 cartridges for small arms.
7,000 rifle-musket cartridges rebundled.
2,836 cannon balls cleaned and lacquered.
270 feet of gutter replaced on buildings.
Carriages of one battery, with implements and 20 packing boxes, painted.
Outside walls of public buildings at the arsenal painted.
976 packages of stores received, and
131 packages of stores issued.

H. K. CRAIG,
Colonel of Ordnance.

ORDNANCE OFFICE,
Washington, October 26, 1859.

REPORT

OF THE

SECRETARY OF THE NAVY,

DECEMBER, 1859.

REPORT.

NAVY DEPARTMENT, *December* 2, 1859.

SIR: In the month of February last the expedition to Paraguay was brought to a successful issue. By your direction. I had taken the necessary steps to concentrate a strong naval force of 19 vessels, carrying 200 guns and 2,500 men, well supplied with ammunition, small arms, and whatever was necessary to its success, in the waters of the La Plata. It consisted of the frigate Sabine, Flag-officer W. B. Shubrick, Captain H. A. Adams; the frigate St. Lawrence, Flag-officer F. Forrest, Captain J. B. Hull; the sloops-of-war Falmouth, Commander E. Farrand, and Preble, Commander T. A. Jenkins; the brigs Dolphin, Commander Charles Steedman; Bainbridge, Lieutenant Commanding F. B. Renshaw, and Perry, Lieutenant Commanding R. L. Tilghman; the steamers Memphis, Commander J. B. Marchand; Atalanta, Commander D. B. Ridgely; Caledonia, Commander A. L. Case; Southern Star, Commander A. M. Pennock; Westernport, Commander T. T. Hunter; Fulton, Lieutenant Commanding J. J. Almy; Water Witch, Lieutenant Commanding R. B. Pegram; the M. W. Chapin, Lieutenant Commanding W. Ronckendorff; Metacomet, Lieutenant Commanding W. H. Macomb; the revenue steamer Harriet Lane, Captain John Faunce, and the armed store-ships Supply, Lieutenant Commanding F. Stanly, and Release, Lieutenant Commanding W. A. Parker.

The frigate Sabine, with Flag-officer Shubrick, to whom the expedition was intrusted, and Mr. Bowlin, the special commissioner to Paraguay, left New York October 17, 1858, arrived at the La Plata December 18, and found most of the vessels comprising the expedition already there. On the 30th of the same month Mr. Bowlin and Flag-officer Shubrick left Montevideo, with the steamers Fulton and Water Witch, to ascend the river, and on the 25th of January arrived with them at Assuncion, the capital of Paraguay. On the 10th of February the commissioner took formal leave of the President of Paraguay, having fully accomplished the objects of his mission. The relations of the two countries having been restored and placed upon the most cordial footing, a new commercial treaty and a special convention having been executed, and satisfactory apologies and indemnities made, the Fulton and Water Witch, with the commissioner and flag-officer, on the morning of the 13th of February, proceeded down the river. All the vessels intended for the expedition, and capable of ascending the river, excepting two of the least importance, were above Rosario in time to have acted in case of necessity. The Fulton, Water Witch, Harriet Lane, Atalanta, Westernport, Memphis, Caledonia, Southern Star, Preble, Dolphin, Perry, Bainbridge, Release, Supply, and the Argentina, carrying 1,740 men, exclusive of commanding officers, and 78

guns, including 23 9-inch shell guns and one 11-inch shell gun, had overcome the currents, shoals, sand-bars, and other difficulties and obstructions of a long and tedious river navigation, were reported ready for service, and were in a position to operate against Paraguay. To the zeal, energy, discretion, and courteous and gallant bearing of Flag-officer Shubrick and the officers under his command, in conducting an expedition far into the interior of a remote country, encountering not only great physical difficulties, but the fears and apprehensions and prejudices of numerous States, and to the good conduct of the brave men under their command, is the country largely indebted, not only for the success of the enterprise, but for the friendly feeling towards the United States which now prevails in all that part of South America.

The expense of the expedition was defrayed out of the ordinary appropriations for the naval service, except the sum of $289,000 appropriated by Congress on the 3d of March last, to pay for the charter or purchase of the six screw steamers and one side-wheel steamer, which, from the deficiency of light-draft vessels in the navy capable of navigating the Parana and the Paraguay, it had become necessary to charter for the occasion. They were chartered accordingly, for six months or longer, with the privilege of an election on the part of the United States to convert the charter into a purchase at stipulated prices, and to apply all payments for the use of the vessels in part payment of the purchase-money. The sums due for the use of them amounted to $137,693, and the balance, $151,307, would effect a purchase of these seven vessels. The election was made, and by the payment of that sum the department was released from its contract to restore them to their former condition, and they became the property of the government. They have since been fitted for the service in which they are now engaged. Five of them are employed on the coasts of Africa and Cuba; one between the Washington and Gosport navy-yards, in lieu of the Water Witch, which has also been sent to the coast of Cuba; and the other, the side-wheel steamer, in the La Plata and its tributaries, as part of the Brazil squadron. The cost of maintaining these seven vessels in commission is not much greater than that of maintaining a single steam frigate.

SUPPRESSION OF THE AFRICAN SLAVE TRADE.

The purchase of these steamers enabled the department to adopt more efficient measures for the suppression of the African slave trade. Being of light draft, those on the African slave coast will enter harbors and rivers where the slave traffic originates, while those on the coast of Cuba will frequent its harbors, cruise in the track of the slave traders on both sides of the island, and will be very sure to intercept such as may escape the vigilance of the former. Eight steamers have been detailed to suppress this trade—four to cruise on the coast of Guinea, and an equal number on the coast of Cuba, two on each side of the island. It is intended to employ another steamer to cruise between New Orleans, Mobile, Pensacola, and Key West, for that and other purposes, as soon as she can be spared from other objects. To enable

the African squadron, now consisting of three sloops-of-war and four steamers, to be constantly in the neighborhood of the places where the traffic is carried on, the depot of naval supplies has been removed from Porto Praya, in latitude north fifteen degrees, near Cape de Verde, to St. Paul de Loando, in latitude south eight degrees. Under the former arrangement, the vessels of the squadron, then sailing vessels only, in seas where calms prevail were most of the time employed in making the voyage from the proper cruising ground to Porto Praya for supplies, and back again to the cruising ground, and the voyage was scarcely performed before it became necessary to repeat it; while under the present arrangement it will seldom be necessary for them to be absent, and then for a short time only. This constant presence of a squadron of steam vessels on the coast of Africa, and similar provision on the coast of Cuba, will render the slave traffic so dangerous for American vessels that few will be willing to embark in it. What the effect of breaking up the trade will be upon the United States or Cuba it is not necessary to inquire; certainly, under the laws of Congress and our treaty obligations, it is the duty of the executive government to see that our citizens shall not be engaged in it, and that our flag shall not be used for its purposes.

INCREASE OF THE NAVY.

Since the commencement of the present administration, twenty steam vessels have been added to the navy—thirteen by construction, and the aforementioned seven by purchase. Those authorized to be built by the act of March 3, 1857, are the Lancaster, Pensacola, Brooklyn, Hartford, and Richmond. The Lancaster and Hartford are, respectively, the flag-ships of the Pacific and East India squadrons. The Brooklyn is attached to the home squadron. The Pensacola and the Richmond are ready for their machinery, and as soon as it is erected on them will be ready for sea. These ships have steam power as auxiliary to sails, are armed with heavy 9, 10, and 11-inch Dahlgren shell guns, and will have the speed of twelve statute miles an hour at sea under steam alone.

The seven steam screw sloops-of-war, Mohican, Narragansett, Iroquois, Wyoming, Pawnee, Dacotah, and Seminole, and the side-wheel steamer Saginaw, which were authorized by the act of June 12, 1858, have been launched, and are all in commission, except the Pawnee, the Dacotah, and the Seminole, which are waiting for their machinery. In these ships steam is the principal motive power, and sails auxiliary. The contractors for the machinery have guarantied the speed—for the Pawnee, sixteen statute miles an hour; for the Dacotah, fifteen miles; both under heavy penalties; for the other five, eighty revolutions of the propeller in a minute—a velocity which, in the Wyoming, the only one tried, has given fourteen miles an hour, without the use of sails. The draft of four of them is thirteen feet; of the other three, ten feet; and the armament consists principally of heavy shell guns. The side-wheel steamer Saginaw has a draft of seven feet only, and will carry a light armament of 32 and 24-pounders.

The Pensacola and the Seminole have been built at the navy-yard in

Florida, and are the first ships-of-war constructed there. They are fully equal in construction to those which have been built at the other navy-yards, and are highly creditable to that establishment. It has given full proof that it is able to build a ship-of-war in the best manner, and that in point of economy, as well as skill, it is not inferior to any other. Situated as it is, on the Gulf of Mexico, in the vicinity of the waters where our ships must be much employed for the protection of some of the greatest interests of the country, it eminently deserves, certainly as much as others, the fostering care of Congress. The machinery for these vessels has necessarily been constructed at other establishments.

The Saginaw has been built on the Pacific side, at the Mare Island navy-yard, in California. It has been well and economically built, both the vessel and the machinery. It proves the competency of the government to meet the demands of the navy, both for construction and repair, in the Pacific ocean, without doubling Cape Horn. We can undoubtedly construct, repair, and maintain a Pacific squadron, from the timber and other resources of California and Oregon, with but little aid from the Atlantic side, and that aid can be furnished without much inconvenience, by the comparatively short way of the Isthmus. The voyage around Cape Horn is long, tedious, and expensive, and, though it may be often necessary to be repeated, for many reasons, and among others for the advantages to be derived from the presence of a ship-of-war at various points on the route, yet it is obvious that the efficiency of a naval force in the Pacific will be much enhanced by the policy of maintaining an efficient navy-yard on that coast.

Although our naval force has been thus increased by the addition of twenty steam vessels, yet I beg leave most respectfully to renew the recommendation which I had the honor to make a year ago, of a still further increase of the navy. The cost of these twenty steam vessels has been less than five millions of dollars, while the sum retained in the treasury by the policy adopted at the last session of Congress of suspending improvements in the navy-yards, and restricting the appropriation for equipment and repair, has amounted, during the present fiscal year, to more than three millions of dollars; and if Congress shall continue the policy of suspending these improvements during the next fiscal year, according to the estimates now submitted, there will be retained in the treasury a million and a half or two millions more. Thus it may be said that the treasury will be nearly or quite indemnified for the cost of this increase of twenty steam vessels in the navy by a corresponding retrenchment of naval expenditure. But, independently of any consideration of this kind, the protection of our coast and coasting trade on the Atlantic and Pacific sides of the continent, of five millions of commercial tonnage, six hundred millions of foreign exports and imports, and of American citizens and interests in all parts of the world, imperatively requires a more efficient and powerful naval force than we now have at command. Instead of perpetuating old vessels, which never can be made effective in naval warfare, or expending millions in constructing a few large ships, which are likely to perish or be superseded, before they will be wanted, it is earnestly recommended to prosecute with vigor the line of policy which has been adopted by Congress, and to add to the navy a much larger number of steamships,

which can be maintained at comparatively small cost, are a constant and pressing necessity at home and abroad, can go wherever they may be needed, and can insure protection and security to our widely extended coast, our rapidly increasing commerce, and to American citizens and interests wherever they may be found. It is a source of extreme regret and mortification that we are now, at times, obliged to sit by, passively, and see in some foreign countries citizens of the United States imprisoned, plundered, and murdered, because the Executive has not the means to protect or redress them. I beg leave to refer to the views expressed in my last annual report, and, without repeating them now, to urge them again with renewed earnestness.

MARINE CORPS, ETC.

The increase of the navy, which has, for some years past, been gradually taking place, and its increased activity, have rendered necessary a corresponding increase in its marine, medical, and purser's departments. The marine corps is an indispensable branch of the naval service. It furnishes the guard of every naval station, of every receiving ship, and of every ship-of-war of the United States that goes to sea. At home we have had occasion to appreciate its prompt and disciplined energy, in maintaining law, order, and government against outbreaks of illegal violence. It is a gallant little band, upon which rest the most widely extended duties at home and in every sea and clime, without sufficient numbers to perform them. Very much the same may be said of the medical corps of the navy. They are designed to be guardians of the life and health of the officers, seamen, marines, and others in this branch of the public service, not only at shore stations but at sea, where far removed from other medical aid, exposed themselves also to the hazard of sea and climate; and yet, the government has not authorized a sufficient number of them to perform the necessary duty; and officers and men are sometimes obliged, while in remote service, to forego the additional chances of life and health, which competent medical assistance usually affords. In the purser's department we find the same deficiency; not only are duties imposed on the naval officer which are not appropriate or congenial to his profession or to his position in command, but, contrary to our most cherished public policy, the public moneys are taken from the public treasury, and placed in individual hands without bond or surety. I beg leave to refer to facts and suggestions on these subjects, presented in the last annual report from this department, and to renew the recommendations which I then made.

NAVAL ACADEMY.

The Naval Academy continues under the superintendence of Captain George S. Blake, and I have the most gratifying evidence of the proficiency of the pupils in all the branches of their profession. Twenty acting midshipmen graduated in June; one hundred and thirty-three have since been permitted to be examined for admission, and of these, eighty-six were found qualified, and admitted.

For the purpose of increasing the efficiency of the navy, without materially increasing the annual charge upon the treasury, I have transferred the new members of the fourth class of acting midshipmen to the sloop-of-war Plymouth, attached to the academy, thereby enlarging the accommodations provided there without the expense of new buildings; and arrangements have already been made to accommodate eighty-five pupils and their instructors on board of that vessel.

This measure is a decided improvement. It has been accomplished with great facility and at inconsiderable expense. It subjects the pupils to stricter discipline and closer supervision. At the outset of their studies it introduces and attaches them to naval life, and makes every part of a ship-of-war, and their duties connected with it, as familiar as household words. It enables the department more fully to carry into effect the act of Congress of August 3, 1848, which authorizes the number of 464 midshipmen, being, at the time of the passage of that act, two to each congressional and territorial district. At the close of the last academic year there were but 197 midshipmen in the navy. The deficiency of so many young, active, and efficient naval officers in this important grade, has been felt in the discipline of the service. It has been partially supplied by rating enlisted seamen and landsmen as master's mates, to the number of about one hundred and sixty, at an annual expense of more than $60,000, to perform the proper duties of midshipmen. It must be obvious that here is a wide door open for improvement, as the expense to the government of master's mates is about as great as that of midshipmen, while in the place of these enlisted men will be substituted well-taught and well-disciplined graduates of the Naval Academy.

The board of officers appointed to witness the annual examinations have made a highly favorable report of the general management, discipline, and police of the academy. They recommend that no candidate be admitted under the age of fifteen, instead of fourteen, as the requirement now is; that the time of reporting for admission be the 1st of June, instead of the 20th of September; that the French and Spanish languages enter into the final examination of midshipmen, and have due weight in determining their relative standing; that besides the practice-ship a small screw steamer be attached to the academy; that the pupils be instructed in the duties of engineering, in the manufacture of fire-works, and all ordnance matter in which gunpowder and its constituents enter; that a short course of naval architecture be introduced; and they make other suggestions, which, in their opinion, would increase the theoretical and practical knowledge of the pupils of the academy.

The sloop-of-war Plymouth, Commander T. T. Craven, has made the annual cruise, with 107 of the acting midshipmen. She visited the ports of Plymouth, in England, Brest, in France, Cadiz, in Spain, and Funchal, in Madeira. The great government establishments of Plymouth and Brest were visited by the acting midshipmen, on the invitation of the authorities in command at those places. Commander Craven's report, which is herewith submitted, affords evidence of a high degree of proficiency on the part of the pupils in their practical

duties. Those of the first class were intrusted with the navigation of the ship, and acquitted themselves in a very creditable manner.

SQUADRONS.

The *home squadron*, under the command of Flag-officer W. J. McCluney, consists of the steam frigate Roanoke, Captain W. H. Gardner; the frigate Sabine, Captain H. A. Adams; the steam sloop-of-war Brooklyn, Captain D. G. Farragut; the sloops-of-war Savannah, Captain Joseph R. Jarvis; Saratoga, Commander Thomas Turner; Jamestown, Commander C. H. A. H. Kennedy; St. Louis, Commander C. H. Poor; Preble, Commander T. A. Jenkins; the steamers Mohawk, Lieutenant Commanding T. A. Craven; Wyandott, Lieutenant Commanding F. Stanly; Crusader, Lieutenant Commanding J. N. Maffitt; Water Witch, Lieutenant Commanding L. W. Sartori; and store-ship Relief, Commander B. M. Dove. Flag-officer J. M. McIntosh, who commanded the squadron until January, was then, at his own request, on account of ill-health, detached from the command. The Fulton was ordered to the coast of Cuba to cruise for slavers; but, having been disabled, the Water Witch has taken her place.

On the 25th of November, 1858, Flag-officer McIntosh arrived at San Juan de Nicaragua, in the steam frigate Roanoke. Learning that two officers from the British steam frigate Valorous, then lying in that port, had a few days before visited the steamer Washington, on her arrival there with passengers bound for California, and while on board of her, closely questioned her commander, he opened a correspondence with the senior British officer present, requesting an explanation. It was given in a frank and candid manner. The visit was avowed to be one of friendly inquiry, usually made by ships of war when vessels enter a port where they are lying, and not an attempt to revive the practice of search, against which this government, a few months previous, had taken decisive measures. The explanation was satisfactory to Flag-officer McIntosh, whose course on this occasion, was regarded as prompt and judicious, and received the warm approval of the department.

The St. Louis joined the squadron in February, the Brooklyn in March, the Preble in June, and the Sabine in August. The Jamestown, St. Louis, and Preble, have been cruising most of the time on the coast of Nicaragua; the Brooklyn, Savannah, and Saratoga, on that of Mexico. The flag ship Roanoke has been much in the neighborhood of Aspinwall, occasionally alternating with one of the vessels on the coast of Nicaragua. In May, she afforded Mr. Jones, United States minister at Bogota, a passage from Aspinwall to Carthagena.

The Brooklyn having left New York in February, visited Beaufort, South Carolina; thence proceeded to Port au Prince and Aux Cayes, to protect our interests from suffering by the revolution then prevailing n Hayti; and thence proceeded to Aspinwall, where she arrived March 12. On the 23d, she set sail for Vera Cruz, to aid Mr. McLane, United States minister to Mexico, in the accomplishment of his mission. In

September, she afforded him a passage to Mobile, and recently, on his return to Mexico, she has afforded him a passage to Vera Cruz.

In July, the Sabine visited St. Domingo city, to afford protection to American citizens residing there.

On the 13th of August, the St. Louis was dispatched from Aspinwall to Carthagena, as the presence of a man-of-war in that port was deemed necessary to protect our citizens during the revolution in Bolivia.

The Savannah was ordered to Boston to recruit, as her officers and crew had suffered from the climate of Mexico and Central America. She arrived there in July, and in August returned again to the coast of Mexico.

The steamers Crusader, Mohawk, Wyandott, and Water Witch, are cruising on the coast of Cuba—the first two on the north, the others on the south side of the island—for the suppression of the African slave trade supposed to be carried on there in American vessels.

On the 18th of November, Lieutenant Craven, commanding the Mohawk, discovered a brig at anchor about twelve miles from Sagua la Grande. On sending a boat to examine her, at its approach her crew were seen to leave in their boat. On boarding her, she was supposed to be the Cygnet, of Baltimore, and had evidently recently landed a cargo of slaves. No papers were found on board excepting some loose memoranda and bills. Possession was taken of her, and she was towed by the Mohawk to Key West, and turned over to the United States marshal

The United States steamer Fulton, G. G. Williamson, commander, sailed from Norfolk on the 25th of August, for the south side of Cuba, to be there employed on special service. Shortly after leaving Key West, where she called for a supply of coal and water, many of her officers and crew were attacked by fever, among whom were the commander, purser, and master of the vessel. When off Cape Antonio, the sick list increasing, an epidemic fever being apprehended, it was deemed a measure of prudence and safety, to resort to a healthy location for a few days, and her course was directed to the Tortugas. The weather threatening and a high sea running, it was dangerous to approach the reefs, and it was then determined to run for Pensacola, wind and sea favoring it. The wind soon became a gale, and a little after one o'clock on the morning of the 16th of September, the Fulton went ashore at St. Rosa Island, about twenty-five miles east of Fort Pickens, in Florida: no lives were lost, most of the public property on board was saved, and by the untiring industry and energy of those connected with the navy-yard at Pensacola, assisted by her officers and crew, she was again put afloat and taken to Pensacola, where she still remains. The department ordered a court of inquiry, and, upon the facts reported by it, deemed no further proceeding to be necessary.

The *Pacific squadron* has been commanded by Flag-officers Long and Montgomery. The former was detached, and the latter succeeded him in August. The steam frigate Merrimac, Commander R. B. Hitchcock; the steamer Saranac, Captain R. Ritchie; the sloops-of-war St. Mary's, Commander W. D. Porter; Levant, Commander W. E. Hunt; Vandalia, Commander A. Sinclair; Decatur, Commander H. K. Thatcher;

Cyane, Commander S. Lockwood; the steamship Lancaster, Captain J. Rudd; and the storeship Warren, Lieutenant J. J. Boyle, have been attached to the squadron. The steam sloop Wyoming, Commander J. K. Mitchell has received her orders, and is on her way to join it. The steam sloop Narragansett, Commander T. A. Hunt, is in commission, and will soon follow her. The Merrimac and Vandalia have been detached, and are on their way to the Atlantic States. The Decatur has been put out of commission at the navy-yard in California. Commander C. H. Davis commanded the St. Mary's until the 21st of February, when he was succeeded by Commander R. D. Thorburn.

The Merrimac arrived at Realejo, in Nicaragua, November 7, 1858, from a cruise to the Sandwich Islands, touching at Acapulco. She remained on the coast until late in March, to coöperate with General Lamar, United States minister to Nicaragua, and then visited Panama, Paita, Callao, and returning, visited Guayaquil, Paita, and Tumbez, and arrived at Panama, August 18, where Flag-officer Long was relieved by his successor.

In January the Saranac proceeded from Panama to Guaymas, to protect American citizens there, touching at San Juan del Sur, San Blas, and Mazatlan, and returning, stopped at San Blas, Acapulco, Ventoso, Realejo, and San Juan del Sur, arriving again at Panama April 6, 1859. In May she proceeded to Callao for repairs, and touching at Puna and Guayaquil, returned to Panama.

The Decatur having been for sometime at Realejo to coöperate with our minister, was despatched in January to the Gulf of Fonseca, to arrest an illegal expedition against Nicaragua, which it was apprehended would make its appearance at that point. She visited La Union, returned to Realejo, was sent to San Juan del Sur, returned to Realejo, and thence proceeded to San Francisco, and in May was put out of commission.

The Vandalia, Commander Arthur Sinclair, having been, in June, 1858, dispatched from Panama on a six months' cruise among the islands of the South Pacific, rendered important service to citizens of the United States trading with those distant islands, or thrown upon them by shipwreck. At Oeno and Pitcairn's islands, she rescued the officers, crew, and passengers (more than forty in number) of the American clipper ship Wild Wave, wrecked on her passage from San Francisco to Valparaiso. At Waya, one of the Feejee islands, two American citizens, engaged in trading with that island, had been murdered by the natives. Commander Sinclair made a demand for the perpetrators of the outrage, and was answered with defiance. An expedition was immediately dispatched, under Lieutenant Caldwell, to assault and destroy the principal village on the island. Lieutenant Caldwell had with him Assistant Surgeon Trist, Lieutenant Ramsay, of the marines, Master's Mate Bartlett, and forty seamen and marines. The savages felt secure in their position, which could be approached only through deep ravines, filled with rocks, chasms, and precipices. With indomitable perseverance, the expedition, after nearly five hours' march, reached the village. A fierce conflict ensued between them and about three hundred native warriors, which resulted in the defeat of the latter. The gallantry, coolness, and bravery displayed by officers

and men was in the highest degree commendable. Fourteen of their warriors killed, including two of their chiefs, several wounded, and more than a hundred of their huts destroyed, taught the savages a lesson which will be remembered in those barbarous islands.

The expedition was conducted most successfully throughout, and without loss of life on the part of the Americans, although several were wounded.

The Vandalia arrived at San Francisco early in December, and, after some repairs, proceeded towards Panama, touching at intermediate ports. At Guaymas she remained three weeks, the country being in a revolutionary state. Returning to Panama, she remained there until September, and then set sail for New York.

The St. Mary's, in October, 1858, was ordered to Guaymas to effect the liberation of Jesu Ainsa, represented to be a citizen of the United States in confinement there, but he was liberated before her arrival. Being informed that another citizen of the United States, Frederick Goerlitz, was imprisoned there, Commander Davis at once demanded the grounds of it. His interference resulted in the immediate release of the prisoner.

While the St. Mary's was on the coast of Mexico, that country was in a turbulent and revolutionary state. The presence of the St. Mary's, and the energetic measures of Commander Davis, went far to relieve the fears and preserve the property of our countrymen. While her presence was necessary at Guaymas, a detachment of her officers and men was despatched to Mazatlan in a brigantine placed by the American Surveying Commission at the disposal of Commander Davis. The particular object of the expedition was to obtain information of the condition of affairs about Mazatlan, to learn if any citizens of the United States had been imprisoned there or oppressed, and to afford them all possible relief. The service was performed most satisfactorily by Lieutenant J. S. Maury and those associated with him. From Guaymas, the St. Mary's proceeded to Mazatlan, thence to Acapulco, where she arrived January 12, 1859, and her officers and crew were relieved on the 21st February by a relief crew sent out across the Isthmus of Panama under the command of Commander R. D. Thorburn. The latter having been sent home, Commander W. D. Porter succeeded him in the command, and joined her at Panama on the 2d July. Soon after, the St. Mary's proceeded to Guaymas, with instructions from the department to protest against the oppressive and illegal treatment of Captain Stone and his companions, citizens of the United States, from the authorities of Sonora. The St. Mary's arrived there on the 15th October, when the protest was presented, and where she remained when last heard from.

During the past year, the home and Pacific squadrons have been unusually large, and their service unusually severe, on account of the unsettled state of Mexico, Central America, and some of the States of South America. They have been required not only to protect trade and commerce, and to resist the unlawful search or seizure of American vessels under the protection of our flag, but they have been required to be on the alert to arrest and prevent all unlawful expeditions from the United States against those unsettled States, and to protect the public mails and the persons and property of American citizens in their

transit between the Atlantic and Pacific States, and the persons and property of American citizens on the land or on the water wherever they might be accessible. These arduous duties have been faithfully performed.

The *Brazil squadron* has been successively commanded by flag-officers Forrest, Shubrick, and Sands. In the course of the year, as already mentioned, the Sabine, St. Lawrence, Falmouth, Preble, Memphis, Atalanta, Caledonia, Dolphin, Southern Star, Westernport, Fulton, Bainbridge, Water Witch, Perry, Chapin, Metacomet, the Harriet Lane, and the store-ships Supply and Release, have been attached to it. It now consists of the frigate Congress, Captain L. M. Goldsborough; the Dolphin, Commander Charles Steedman; the Perry, Lieutenant Commanding R. L. Tilghman; the Bainbridge, Lieutenant Commanding M. Woodhull; the steamer Pulaski, Lieutenant Commanding W. H. Macomb; and the store-ship Release, Lieutenant Commanding George W. Harrison.

Commander Steedman was the senior officer on the station, from the return of the Paraguay expedition until the arrival of Flag-officer Sands, and was employed principally in the vicinity of the La Plata. The difficulties between the Argentine Confederation and the province of Buenos Ayres made it necessary to have a naval force at hand to guard the interests of American citizens supposed to be endangered by them.

The *Mediterranean squadron*, under the command of Flag-officer E. A. F. Lavellette, has consisted of the steam frigate Wabash, Captain S. Barron, and the sloop-of-war Macedonian, Captain U. P. Levy. The Wabash has been ordered home, and the new steam-sloop Iroquois, Commander J. S. Palmer, will soon be on her way to replace her.

The Wabash visited Beyrout, in Syria, November 2, 1858, for the purpose of investigating the outrages committed at the house of Mr. Dickson, near Jaffa, and the murder of Mr. Steinbeck. All the persons implicated, except one, were arrested, the finding in their cases made up and transmitted to the supreme authority at Constantinople, where the prisoners have since been sentenced to imprisonment and hard labor for life. The visit of the Wabash had a salutary effect upon the lawless tribes who inhabit the mountains of the interior. The Wabash cruised along the coast of Syria, touched at various ports, and received assurances from the pachas of their great desire to protect the rights and interests of American citizens in Syria. She also visited Jaffa, and it was evident that good results were produced. She also visited Alexandria and Constantinople. When the war broke out in Italy, it became necessary for the Wabash and the Macedonian to remain on that coast for the protection of American interests. Although the squadron was small, the service was most effectually performed. When the war terminated, the Macedonian was sent to Smyrna and the coast of Syria. The Wabash arrived at Tunis October 8, having conveyed the American consul, Mr. Nicholson, from Marseilles to that port, where Flag-officer Lavallette and the consul were received by the Bey of Tunis with distinguished honors. The Wabash proceeded, by Messina and Palermo, to Naples, where she received her orders to return to the United States.

The *East India squadron* has consisted of the steam-frigates Powhatan, Captain G. F. Pearson; Minnesota, Captain S. F. Dupont; Mississippi, Captain W. C. Nicholson; and the sloop-of-war Germantown, Commander R. L. Page, under Flag-officer J. Tattnall. The The new steam-sloop Hartford, Captain C. Lowndes, has been ordered to it, and, having reached Mauritius as early as September 20, has probably arrived at the station with Flag-officer C. K. Stribling, who succeeds to the command. The sloop-of-war John Adams, Commander Murray Mason, and the new steamer Saginaw, Commander J. F. Schenck, have been ordered to join it. The former is detained at Rio. The Minnesota has returned to the United States, and orders have been issued for the return of the Mississippi, the Germantown, and the Powhatan.

The vessels of this squadron have, during the past year, repeatedly visited the principal ports of China and Japan. Their intercourse with the authorities and inhabitants has been uniformly of the most friendly character. There has been no instance of molestation to American citizens or their property in China, and but a single one in Japan.

In March, the Powhatan proceeded to Singapore to meet Mr. Ward, the newly-appointed minister to China. She awaited his arrival there, and on the 3d of May proceeded with him to Hong Kong, and thence to Shanghai, where she arrived May 28, and on the 17th of June was off the Yang-tse on her way to the Peiho. It became necessary to charter a small light-draft steamer for the purposes of the mission. It could be obtained at not less than $9,000 per month, and for a term not less than five months. It was accordingly chartered, and an estimate has been submitted for this expenditure. The Powhatan arrived with Mr. Ward off Peiho, July 11. He proceeded to Pekin, exchanged the ratifications of the treaty, and on the 17th of August returned to the Powhatan.

Mr. Harris, consul general of the United States to Japan, having received an official application from the Japanese government for a conveyance of their ambassadors to the United States, the steam frigate Mississippi was sent to Simoda, and a passage in her to Panama was tendered for the embassy, and official orders were given to Flag-officer McCluney, of the home squadron, to receive them as they crossed the Isthmus at Panama, and convey them in a public vessel to the port of New York. The Mississippi reached Japan in February, having made all suitable arrangements for the accommodation of the commissioners, but they had determined to postpone their departure until February, 1860. As the Mississippi could not be detained, she was ordered to the United States, and discretionary instructions given to Flag-officer Tattnall, on being relieved by his successor, to return home with the Powhatan by way of Japan, and, if the commissioners were ready to embark, to give them a passage to Panama.

In the early part of August, while the Mississippi was at Shanghai, a disturbance occurred among the Chinese population at that place, growing out of the alledged kidnapping of coolies for a French merchant vessel. The American consul and merchants called on Captain Nicholson for assistance, which was promptly and judiciously afforded by him. He placed the Mississippi before the town, and

landed a portion of her crew, but quiet was soon restored, and no collision occurred.

The Minnesota, returning to the United States, left Hong Kong with Mr. Reed, late minister to China, on board, and conveyed him to Bombay, where she arrived January 16. On her way she had visited Singapore and Penang, in the straits of Malacca and Point de Galle and Colombo, in the island of Ceylon, and received the marked attention of the authorities of those places.

At Bombay she was visited by the governor and by the commander-in-chief of the army and navy of Western India. February 20 she arrived at the coast of Muscat, and was immediately visited by the Sultan's chief secretary and interpreter, with offers of assistance. Captain Dupont, with a large suite of officers, waited on his highness, made suitable reference to the death of the late Imaum, his highness's father, and expressed the hope and belief that the same friendly sentiments and uniform protection of American commerce would continue under his son and successor; and, as an evidence of the courteous and kind feelings entertained for the present Imaum or Sultan, he said the President of the United States had sent the largest vessel-of-war that had yet been to the Eastern World to visit his dominions. The Sultan was much gratified, and expressed his warm friendship for the United States of America, and his earnest desire, not alone to protect our present trade, but to do all in his power to foster and increase it. He asked Captain Dupont to accept a present of an Arabian steed and a jewelled sword, which was declined. Captain Dupont sent him a Sharpe's rifle and a Colt's revolver and their accouterments. From Muscat the Minnesota proceeded to Cape Town, thence to Boston, where she arrived May 29, 1859.

Flag-officer W. Inman has succeeded Flag-officer Conover in command of the *African squadron*. In the course of the year it has included the sloops-of-war Cumberland, Commander J. S. Missroon; Vincennes, Commander B. J. Totton; Portsmouth, Commander J. Colhoun; Dale, Commander W. McBlair; Marion, Commander T. W. Brent; Constellation, Captain J. S. Nicholas, and the steamers San Jacinto, Captain W. M. Armstrong; Sumpter, Lieutenant Commanding J. F. Armstrong, and Mystic, Lieutenant Commanding W. E. LeRoy, and the store-ship Supply, Commander Henry Walke.

The new steam sloop-of-war Mohican, Commander S. W. Godon, is under orders to join the squadron. The Cumberland and the Dale have returned to the United States, and orders have been issued for the return of the Vincennes.

The measures which have been adopted to render the naval force on the coast of Africa efficient for the suppression of the African slave trade have been already alluded to in this report, and need not here be repeated.

On the 21st of April last, Commander Brent, of the sloop-of-war Marion, in the neighborhood of the Congo river, seized the American barque Orion, as a vessel engaged in the slave trade. A prize crew was put on board of her, and she was placed under the charge of Lieutenant Dallas, assisted by Lieutenant W. P. A. Campbell, and

sent to New York, where she arrived June 15, and was delivered to the United States marshal.

Commander Brent, on the 27th of April, in the neighborhood of the Congo, also seized the barque Ardennes, of New York, as engaged in the slave trade. Lieutenant Weaver was put in charge of her, with a prize crew, and took her to New York, where, on the 25th of June, he delivered her into the custody of the United States marshal.

On the 21st of September last, Commander Colhoun, of the Portsmouth, seized off Loango the sloop Emily, of New York, for being engaged in the slave trade. On being hailed, she hoisted the flag of the United States. Commander Colhoun, satisfied, from the nature of her cargo, the character of her papers, and the conduct of her captain and crew, that she was engaged in the slave trade, placed her in charge of Lieutenant H. K. Stevens and a prize crew, and sent her to New York, where she arrived on the 11th of November.

MISCELLANEOUS.

The survey and exploration of the Parana and the tributaries of the Paraguay river, authorized by Congress, were almost suspended on account of the difficulties between the United States and the government of Paraguay. But these difficulties having been removed, and Commander T. J. Page relieved of his duties as fleet-captain in the Paraguay expedition, he has resumed the immediate charge of the survey.

On the 28th of July, 1859, he had arrived at Cuiaba, the capital of Matto Grosse, the northwest province of the empire of Brazil, in latitude 15° 36′ south, and by the course of the rivers about 2,400 miles from the ocean. As the Argentina could not ascend the river Cuiaba in consequence of the low water, she was dispatched to continue the exploration of the San Lorenzo, while Commander Page, with the small steamer Alpha, explored the Cuiaba. This river empties into the San Lorenzo, which is a tributary of the Paraguay. He intended immediately to leave the Cuiaba, and to continue the exploration of the Paraguay throughout its navigable extent. He speaks with pleasure of the marked attention received from the government authorities since entering the inhabited parts of the Brazilian territory. Every facility to advance the exploration had been kindly and courteously offered him, and particularly by the president of the province and other high officers of the Brazilian government.

The Fenimore Cooper, which was sent out more than a year ago under the command of Lieutenant J. M. Brooke, to survey and lay down with accuracy the obstructions to navigation in the usual routes petween San Francisco and China, reached Honolulu, November 15, 1858, after a cruise of forty-three days. She visited the locality of numerous reported dangers in the track to China, and found no indications of land, rocks, or shoals. She sounded, and brought up specimens from depths of two and three miles. On the 29th of December, she sailed from Honolulu on a cruise to the northwest of the Sandwich Islands, visited the Bird and Necker islands, and determined their positions. She then visited French Frigate's shoals, and discovering on

these unoccupied and unclaimed shoals a deposit of guano of good quality, Lieutenant Brooke, on June 14, 1859, took possession of them in the name of the United States, in accordance with the provisions of the act of Congress of August 18, 1856. The quantity of guano is estimated at not less than 25,000 tons, specimens of which were forwarded to the department. The Fenimore Cooper then passed over the positions assigned other islands, the Two Brothers' reef, and another island, nameless on the chart, and found no indication of their existence. Lieutenant Brooke visited Gardner's Island, surveyed Maro reef, went over the positions given to Neva Island, but saw no sign of it; visited Laysan Island, and then returned to Honolulu, where he arrived February 7, 1859. On the 9th of March, he left Honolulu for Johnston or Cornwallis' Island, and made such surveys as would enable vessels to approach it safely to ship guano, known to exist there in large quantities. He then proceeded to the southward as far as the parallel of 15°40′, on which are placed several reported dangers, and examined closely that portion of the sea, but could discover none. He then visited Gaspar Rico or Smyth's Islands, and found them to be a coral reef, elevated on the weather or eastern side, in banks, apparently composed of coral sand, covered with low trees and bushes, presenting, at a distance, the appearance of islands. He then proceeded to the island of Graham, the most important of the Marianas, a principal recruiting station of whalers; and thence to Hong Kong, where he arrived May 19, having on the way taken repeated soundings, and made many important observations.

From Hong Kong he intended to proceed to the islands south of Japan, and thence to the coast of Japan.

The department, on the 1st of May last, made a conditional contract with the Chiriqui Improvement Company and Ambrose W. Thompson, subject to the ratification of Congress, for the purpose of securing to the United States some very valuable privileges in the province of Chiriqui.

The rights proposed to be secured are:

1. A right of way or transit over the roadway granted to the said Ambrose W. Thompson through the province of Chiriqui, from the Carribbean sea to the Pacific ocean, free from all tolls or taxes upon officers, agents, seamen, landsmen, mails, munitions, stores, troops, or any direct property of the United States which the government thereof may transport, or cause to be transported, over said road, during the continuance of the grant made to Mr. Thompson, for the period of sixty years, by the province of Chiriqui.

2. A grant of 5,000 acres of land on each side of the Isthmus for depots and stations for naval purposes, to be selected at the lagoon of Chiriqui on one side, and the harbor of Golfito on the other.

3. The right to use as harbors the waters of the lagoons, bays, or gulfs sheltered or partially surrounded by the lands of the said Chiriqui Improvement Company, and of the said Ambrose W. Thompson, on the Atlantic and Pacific sides of the Isthmus, and wherever their lands may extend.

4. The right to all the coal for naval purposes at or near the points selected for depots and stations for naval purposes; and if coal of supe-

rior quality for steam purposes shall be found at other places, the right to use the same, subject only to the tax of one dime per ton, and the cost of mining and delivering the same.

For all these rights and privileges it is stipulated that the United States will pay to the said Ambrose W. Thompson, for himself and the Chiriqui Improvement Company, the sum of three hundred thousand dollars, provided Congress, at its next session, shall approved the contract and make the necessary appropriation therefor, otherwise the contract to be void.

The importance of securing these privileges for the use of the United States cannot be too highly appreciated: A harbor on the Atlantic side of the Isthmus, another on the Pacific side opposite the one to the other; both of them among the finest and most capacious in the world, capable of receiving and sheltering at all times ships of the largest class and an unlimited number of them; a depot and station for naval purposes at each of these harbors; a right of transit across the Isthmus from one to the other, and a supply of coal, should it be necessary for both the home and the Pacific squadrons, are objects of great importance to the United States, and, if attainable, ought not to be overlooked. The title of Mr. Thompson and the Chiriqui Improvement Company has been submitted to the Attorney General of the United States, and he has expressed the opinion that it is a good and valid title.

The bureaus, in their respective reports, to which I beg leave to refer, have presented a very satisfactory account of their transactions during the past year in relation to the various subjects committed to their particular charge.

There having been no appropriation for improvement in the navy-yards for the present fiscal year, the public works of that description have been suspended, and, in the pursuance of the policy adopted by Congress at its last session, no estimates are presented for their continuance during the next fiscal year. I have caused a special examination to be made of the condition of the Naval Asylum at Philadelphia, under the superintendence of Captain W. W. McKean, and am highly gratified to be able to say that it is in admirable condition, under lenient but firm government, and well adapted to secure the objects of the institution. The agencies for the preservation of live-oak timber belonging to the United States have been successfully conducted, and the system now established and in operation, through the present corps of agents, will, it is believed, effectually secure that important object. I have caused a thorough examination to be made of the several Atlantic navy-yards, and have issued instructions to all of the navy-yards establishing a uniform system of organization and management adapted to insure economy, efficiency, and responsibility. There being a great deficiency in our supply of saltpeter, it has become necessary that an appropriation be made sufficient to secure an ample supply under any contingency that might arise. The superintendent of the Naval Observatory recommends that a larger force be employed in that institution. As the appropiation for the Nautical Almanac failed to receive the sanction of Congress at the last session, it becomes necessary that a small appropriation for that object be made early at the

approaching session, or the work will be arrested for want of funds to carry it on. The supply of provisions and clothing for the navy received from the contractors during the past year has been satisfactory to the officers and men. The tables presented by the Bureau of Medicine and Surgery afford a very satisfactory illustration of the physical efficiency of the crews of our public vessels, of the favorable sanitary condition of the navy, and of the skill and efficiency of the medical corps. The naval laboratory is found to answer satisfactorily the purpose for which it was established. The insane of the navy are now well taken care of in that noble institution which the humanity of Congress has provided in the District of Columbia.

For the support of the navy and marine corps, and all other objects under the control of the Navy Department, for the fiscal year ending June 30, 1858, the estimates were $13,803,212 77; appropriations, $14,240,247 27; expenditures, $13,870,684 76.

For the fiscal year ending June 30, 1859, the estimates were $14,616,298 23; appropriations, $14,508,354 23; and the expenditures, $14,659,267 76.

For the fiscal year ending June 30, 1860, the estimates were $13,500,370 80; appropriations, $10,464,769 55.

The estimates for the fiscal year ending 30, 1861, are $11,244,845 63; that is to say: For the navy proper, $9,977,115 58; for the marine corps, $699,736 05; and for all other objects, $567,994.

I have the honor to be, very respectfully, your obedient servant,

ISAAC TOUCEY,

Secretary of the Navy.

The PRESIDENT *of the United States.*

List of papers accompanying the Annual Report of the Secretary of the Navy, December 2, 1859.

A.—List of deaths, resignations, and dismissions since the last report.

B.—Report of the board of officers appointed to witness the examination of acting midshipmen, and to examine into the state of the police, discipline, and general management of the Naval Academy, at Annapolis.

C.—Report of the cruise of the practice-ship Plymouth, under Commander Craven, commandant of midshipmen.

D.—Reports of the cruise of the surveying schooner Fenimore Cooper, under the command of Lieutenant J. M. Brooke.

No. 1.—Estimate of appropriations required for the office of the Secretary of the Navy and southwest executive building, for fiscal year ending June 30, 1861.

No. 2.—Report and detailed estimates of the Bureau of Yards and Docks.

No. 3.—Report and detailed estimates of the Bureau of Ordnance and Hydrography, including Naval Academy, Naval Observatory, and Nautical Almanac estimates.

No. 4.—Report and detailed estimates of the Bureau of Construction, Equipment, and Repair.

No. 5.—Report and detailed estimates of the Bureau of Provisions and Clothing.

No. 6.—Report and detailed estimates of the Bureau of Medicine and Surgery.

No. 7.—Report of the commandant of the marine corps, and detailed estimates from the paymaster and quartermaster of the corps.

No. 8.—General estimate (civil) of the office of the Secretary of the Navy and bureaus of the department.

No. 9.—General estimate of the southwest executive building.

No. 10.—Summary estimate for all objects under the control of the Navy Department.

No. 11.—General estimate for the navy proper.

No. 12.—General estimate for the marine corps.

No. 13.—General estimate for special objects under the control of the Navy Department.

No. 14.—Second Comptroller's statement of navy appropriations, expenditures, and balances.

No. 15.—Abstract of expenditures, under the head of "contingent expenses of the navy," as settled and allowed at the office of the Fourth Auditor of the Treasury, from July 1, 1858, to June 30, 1859.

A.

List of deaths in the navy, as ascertained at the department, since December 1, 1858.

Name and rank.	Date.	Place.
Captains.		
Zach. F. Johnson	Mar. 17, 1859	Baltimore, Maryland
Thomas Paine	Oct. 9, 1859	Washington City
Commanders.		
John Stone Payne	Mar. 2, 1859	Portland, Maine
Luther Stoddard	Aug. 29, 1859	Geneva, New York
Gabriel G. Williamson	Oct. 16, 1859	Warrington, Florida
Lieutenants.		
J. Howard March	Dec. 21, 1858	On board Relief, at sea
Charles W. Place	Jan. 9, 1859	Manilla, East Indies
Isaac W. Hester	Jan. 18, 1859	Adamsville, Florida
Charles Deas	April 16, 1859	Hong Kong
Simeon S. Bassett	May 6, 1859	Off Buenos Ayres
D. R. Lambert	May 27, 1859	Off Realejo
John K. Duer	June 14, 1859	Apalachicola, Florida
Benj. F. Shattuck	July 6, 1850	Near Winchester, Massachusetts
Bayard E. Hand	July 16, 1859	Wilmington, North Carolina
Richard Forrest	Aug. 31, 1859	Rockville, Maryland
Surgeons.		
Thomas Williamson	Jan. 12, 1859	Norfolk, Virginia
Edward Hudson	Jan. 23, 1859	New York
Samuel Jackson	Mar. 16, 1859	Brooklyn, New York
James W. Plummer	Aug. 20, 1859	Pittsburg, Pennsylvania
Passed Assistant Surgeon.		
George W. Howell	Oct. 7, 1859	Philadelphia
Gunner.		
Thomas M. Crocker	Jan. 23, 1859	On board St. Louis, at sea
Carpenters.		
Matthew M. Dodd	Mar. 9, 1859	Norfolk, Virginia
Asa Poinsett	Sept. 14, 1859	Boston, Chelsea Hospital
Master.		
James Ferguson	Dec. 4, 1858	Rio de Janeiro
First Assistant Engineer.		
Wm. H. King	April 25, 1859	Warrington, Florida
Second Assistant Engineer.		
Oscar Davids	Feb. 9, 1859	Norfolk, Virginia

A—Continued.

Name and rank.	Date.	Place.
Marine Corps.		
Bvt. Brig. General A. Henderson...	Jan. 6, 1859	Washington, D. C.....
Naval Constructors.		
Edward H. Delano.....	April 9, 1859	Boston, Massachusetts .....
Samuel F. Hart.....	May 10, 1859	Norfolk, Virginia.....

List of resignations in the navy since December 1, 1859.

Name and rank.	Date of resignation.
Lieutenants.	
J. P. K. Mygatt.....	December 27, 1858.....
Wm. R. Mercer.....	January 24, 1859.....
Pendleton G. Watmough.....	April 26, 1859.....
Wm. S. Lovell.....	May 3, 1859.....
C. Vanalstine.....	May 18, 1859.....
John Van McCollum	July 22, 1859.....
Ed. T. McCauly	August 19, 1859.....
Jesse Taylor, jr.....	October 1, 1859.....
Passed Assistant Surgeons.	
R. P. Daniel.....	June 30, 1859.....
L. Cooper Lane.....	November 29, 1859.....
Assistant Surgeon.	
Joseph D. Grafton.....	July 2, 1859.....
Chief Engineers.	
Jesse Gay	October 22, 1859.....
Daniel B. Martin.....	November 22, 1859.....
Wm. E. Everett.....	December 1, 1859 .....
Chaplain.	
John W. Grier.....	November 1, 1859 .....
Acting Midshipmen.	
J. O. Bradford.....	February 4, 1859.....
Wm. O. H. Robinson.....	February 28, 1759.....
John Keer Conally.....	.....do .....
C. S. Hunt.....	March 11, 1859 .....
Wm. C. Jacobs.....	March 23, 1859 .....
F. Augustus Platt.....	April 30, 1859 .....
Thomas D. Fister.....	May 23, 1859.....
Frank Munroe.....	June 23, 1859.....
G. P. Lord.....	.....do .....
R. M. Hooe.....	.....do .....
Bruce Lambert.....	.....do .....
Emory Malin.....	.....do ....
T. S. Greiner	.....do .....

A—Continued.

Name and rank.	Date of Resignation.
Acting Midshipmen—Continued.	
James F. Fuller	June 23, 1859
J. J. Hunt	do
C. J. Foster	do
L. B. Foster	do
Robert Boggs	do
Stephen A. McCarty	October 17, 1859
Charles D. Cooney	November 16, 1859
Professor of Mathematics.	
James Major	September 3, 1859
Second Master.	
Wm. H. Morse	May 25, 1859
Gunner.	
Leonard K. Ellis	January 31, 1859
Sailmakers.	
Ware Branson	May 27, 1859
Stephen Seaman	June 9, 1859
First Assistant Engineers.	
Henry W. Spooner	May 23, 1859
Wm. Roberts	August 24, 1859
N. C. Davis	October 29, 1859
Third Assistant Engineers.	
Robert A. Copeland	August 1, 1859
James Wallace	August 8, 1859
George H. White	October 14, 1859
Fred. E. Brown	October 14, 1859
Naval Storekeeper.	
S. Robertson	December 13, 1859

List of dismissions in the navy since December 1, 1859.

Name and rank.	Date of dismission.
Lieutenant.	
Miles King Warrington	July 18, 1859
Purser.	
Samuel V. Hunter	January 11, 1859
Assistant Surgeon.	
Samuel R. Swann, (dropped)	May 16, 1859

A—Continued.

Name and rank.	Date of dismission.
Acting Midshipmen.	
Henry D. Foot	April 6, 1859
Henry Withers	July 11, 1859
Morgan L. Ogden	September 23, 1859.
Boatswains.	
Thomas C. Berry	January 11, 1859
Charles W. Smith	June 29, 1859
Acting Boatswains.	
George Dean	May 14, 1859
John Collins	May 17, 1859
Gunner.	
A. S. Lewis	January 15, 1859
Carpenter.	
T. C. Ferrall	April 6, 1859
Coal Agents, (discontinued.)	
Charles H. Hunter	May 2, 1859
James Polk	do

B.

NAVAL ACADEMY, ANNAPOLIS, MARYLAND,
June 17, 1859.

SIR: The Board of Visitors, in obedience to your order of the 19th ultimo, have given their careful attention to the examination through which the acting midshipmen have just passed, and at the same time they have looked closely into the police, general management, and discipline of the Naval Academy, all of which, in their opinion, are most satisfactory. The young men seem contented, their general deportment and conduct are excellent, and everything connected with their messing, clothing, and quarters are so well arranged that they can scarcely have any cause of complaint. In looking over the police reports, we were also quite struck with the almost entire absence of serious offenses.

The hospital is very clean, and looks quite comfortable. The library contains a most admirably selected and well arranged collection of books, and is specially rich in professional works. The proficiency exhibited in the various studies was very creditable, with the exception of those composing the lower sections of classes; here we notice usually a great falling off, to be accounted for, without doubt, in a great measure, either by the youth and immaturity of the persons composing them, or perhaps from original deficiency in education, which had, on entering, placed them at great disadvantage with their more favored fellow students.

As a means of remedying this for the future, we would recommend that none should be received before fifteen years of age, and also that the entering class be obliged to report themselves on the 1st of June, when their studies shall at once commence. This would add to the course of the first year (the one which most requires lengthening) near four months, and would, by the time the regular studies begin, place the various members of the class more on an equality than now seems possible. To carry this into effect, some additional means of accommodation and instruction will be required, the details of which the intelligent superintendent of the academy can readily suggest.

We were present at a drill of heavy and light artillery, including firing at a mark, all of which was most satisfactory. The exercise of the pivot guns we did not see, in consequence, as it was stated, of the floor being so uneven as to render the change of pivots very inconvenient.

As this is one of our most important guns, and as it is of great consequence that its proper management be learned by the acting midshipman, we would propose that every interfering cause be removed as soon as possible, and at the same time suggest that some of the modern gun carriages, such as are now used on the gun decks of our new steam frigates, be added to the battery.

The practice-ship Plymouth was carefully inspected by us; and while much pleased with the cleanliness and excellent arrangements for the comfort of the officers and crew, we were struck with the incomplete and antiquated character of many of her fittings, particularly

in view of her being a school, and to a certain extent a representative ship when abroad.

The capstan particularly attracted our notice. It is of a construction so faulty, and has for so long a time in consequence been given up by foreign navies, that we were sorry to see it still in a vessel of ours.

Our attention was also drawn while on board to the absence of a pivot gun. This is unfortunate, not only because the one which is in the shore battery cannot be conveniently worked, but because we think it of importance that the acting midshipman should have an opportunity of seeing how these heavy and powerful guns are managed in a seaway. The Plymouth had during her late cruise an eleven-inch pivot gun mounted. This was reported of favorably, and had it been left, might have very well answered the purpose desired: as in case it had been found too heavy for the acting midshipmen, it could have been worked under their eyes by the crew of the vessel.

The heavy infantry drill was satisfactory; that of the light infantry we did not see. While on this subject, we would most strongly recommend that the common musket with which the young men are now armed should be at once replaced by the Minie rifle, or some equivalent weapon, which they will be likely to see on board ship, and the use of which, for this reason, it is important they should thoroughly understand, particularly as its ranges are so entirely different from those of the old-fashioned musket.

Like many of our predecessors, we would call attention to what we consider of great importance—the removing of the wooden portion of the battery, and its replacement with stone. This would render the magazine, in which there is always kept a quantity of powder, quite safe from fire, and also, by raising the building one story, which we recommend to be done, would give what is very much needed, a room for exercise in bad weather, to accomplish which object more fully, a portion of it should be fitted up for a gymnasium, and the remainder given up for the use of the sword master, the present hall being most unfit for his purposes.

We would urge strongly, as many reports made previously to this one have done, the importance to the academy of having the practice-ship here whenever not cruising with the acting midshipman. This would enable those of the first year to accustom themselves to going aloft, and also permit the teachers of seamanship to impress on all the leading of rigging and other things of like character, in a way that with books and models alone is almost impossible. We would also recommend that a small screw steamer be attached to the academy, one of those lately used in the Paraguay expedition would most probably answer to begin with.

This would enable the midshipman to do what we consider of the utmost importance, put in practice the knowledge which they acquire theoretically of steam.

Should it be at any time necessary to man prizes or assist vessels in distress, propelled by steam, we would be obliged to look beyond the small number of engineers supplied to us; and should our young officers not have had an opportunity to put into practice what they

had learned at the academy, we might find ourselves in an awkward and most disagreeable position. The view which we take of this subject is so well expressed in a report made by the board of 1854, that we will here quote from it:

"In view of the great and growing importance of the steam-engine as applied to ships of war, the board have given very mature consideration to this subject, and are satisfied that the union of the duties of the engineer with those of the sea officer, so far from being incompatible, will be found entirely practicable and of decided advantage. The watches may be so arranged as to give to each officer who leaves the academy his regular turn of duty at the engine and on deck, and thus an intimate knowledge of the duties of the engineer and sea officer may be kept up at the same time."

We think that, as has been found the case at West Point, great advantage might be derived from obliging the acting midshipmen to manufacture, so far as practicable, fire-works, and indeed all ordnance matter in which gunpowder or its constituents enter. To carry out this suggestion a suitable laboratory would be required.

We think that it would be well to introduce into the regular studies a short course on naval architecture, and also that French and Spanish should enter into the final examination of midshipmen, and should have due weight in determining their relative standing. As by the present regulations these branches have no influence, we are satisfied that they are entirely dropped by many on leaving the academy, and thus in a little time what has been acquired with so much trouble is entirely lost.

We beg leave to repeat the recommendations of the report of last year in relation to certain proposed additions to the journals of the midshipmen, which are as follows:

Latitude by meridian observations of sun, 5 examples.
Latitude by moon's altitude, 5 examples.
Latitude by meridian altitude of planet, 5 examples.
Latitude by double altitude of sun, 5 examples.
Latitude by one altitude of sun near noon, 5 examples.
Latitude by artificial horizon on shore, 5 examples.
Latitude by polar star, 5 examples.
To find time at sea and regulate a watch by sun's altitude.
To regulate the chronometers, 10 examples.
To find longitude by chronometers, 2 examples.
To find longitude by lunar observations, 5 examples.
To find variation of compass, 5 examples.
To find sun's azimuth and amplitude, 5 examples.

Also the survey and sketch of some harbor entered during the cruise, remarks upon every port visited, describing the best anchorage, its bearings, depth of water, kind of holding ground, the prevailing winds, the best mode of anchoring, the character and position of the lights, the facilities for watering and procuring wood and provisions. These remarks to be made in grammatical English, neatly written, and to be certified by the captain.

In conclusion, we would recommend that all graduates of the acad-

emy be required to know how to swim. And now, having completed all the duties required by your order, we will adjourn *sine die*.

We have the honor to be, very respectfully, your obedient servents,

S. H. STRINGHAM, *President.*
SAMUEL MERCER, *Captain.*
H. F. PURVIANCE, *Captain.*
H. H. BELL, *Commander.*
P. DRAYTON, *Commander.*

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington.

C.

UNITED STATES PRACTICE-SHIP PLYMOUTH.
Annapolis, Maryland, September 27, 1859.

SIR: I have the pleasure once more to announce to you the safe return of the practice-ship to her anchorage off the Naval Academy.

In accordance with your instructions of the 22d of June last, the Plymouth, with one hundred and seven of the acting midshipmen on board, was immediately gotten under way, and started upon her cruise.

The ports visited were Plymouth, England, Brest, in France, and Funchal, in the island of Madeira. We put into the port of Cadiz; but the health officers there placed us in quarantine, and refused to grant us "pratique," under the pretense that their laws required that all vessels visiting that port should be provided with a clean bill of health. After waiting there in vain nineteen hours for an answer to a telegram which they promised to dispatch to Madrid, asking a special remission of the law in our favor, I got under way and left the port.

At Plymouth and Brest, the admirals in command very promptly and politely invited me to send the young gentlemen ashore, to visit and inspect their dock-yards, ships, &c. Their invitations were thankfully accepted, and the acting midshipmen were sent in parties, under charge of Lieutenants Marcy and Carter, to examine those great naval establishments.

As in the previous cruises of the practice-ship, the young gentlemen immediately upon being embarked were divided into two watches, and while at sea, from 8 a. m. till 8 p. m., one watch, and from 8 p. m. till 8 a. m. half a watch, in their turns, were always required to be on deck. They were divided also into six-gun crews; from these crews four were stationed at the guns, and the remaining two were distributed in the master's and powder divisions. These stations of the crews were occasionally changed, so as to familiarize all composing them with their duties at the different divisions.

Immediately after the morning inspections at quarters, whenever the weather would admit of it, the watch on deck was regularly exercised aloft for one hour and a half, at reefing, furling, bending and unbending sails, sending up and down yards, making and taking in sail, &c. &c.; and after these exercises aloft, the watch on deck, from

10.30 till 11.30, and from 1 till 3.30 p. m., were employed in knoting, splicing, strapping blocks, and fitting rigging generally. The watches below were employed from two to two and a half hours each, in the fore and afternoon, in the study of navigation, under the direction of Lieutenant Shepperd; and daily at 4, p. m., except in bad weather, there was a divisional or general exercise at quarters.

As at former cruises, on our homeward-bound passage, and up to our arrival at this anchorage, the young gentlemen of the first class have been required, from 8 a. m. till 8 p. m., to take charge of the deck, and to perform all the necessary evolutions of tacking and wearing ship, making and taking in sail, and I am happy to say have acquired a high degree of confidence and proficiency in the execution of those duties. Except in very few cases, the ship has been steered from the very commencement of the cruise by the young gentlemen; and whenever circumstances admitted, the acting midshipmen were practiced at heaving the lead.

A day or two after leaving Maderia, the young gentlemen of the first class were divided into parties of six and seven, and each party, in turn, was required to perform the duties of navigating the ship, and were kept constantly at work in ascertaining the ship's position, by observations of the sun, moon, and stars. By the tables which I have prepared, and which are herewith inclosed, you can form some idea of the remarkable progress they have made in this branch of their profession. It seldom occured, after the second day's practise, that there would be a greater difference in their work than from one to one and a half minutes from the mean of their combined observations.

To excite emulation amongst them, the one whose work differed the least from the mean of the whole, was required to mark down the ship's position upon the chart, and to assign the course per compass for the next twenty-four hours, taking into consideration the variation, deviation, and ordinary set of the current. The last course given before making the land proves so accurate that when Cape Henry light was discovered it was exactly ahead. In all my experience, I have never made or known a more perfect land-fall. In order to impress upon the young gentlemen the fact that the navigation of the ship was entirely intrusted to them, the lieutenant who had been detailed to perform the duties of master was requested not to take sights, or to have anything to do with the navigation.

The members of the third class have all been instructed how to ascertain a ship's position by the various sailings as taught in Bowditch, and many of them have acquired a considerable degree of proficiency in the use of the sextant, and ascertaining the position of a ship by "time sights," &c. Since the 15th instant, (the date of the return of the ship to the waters of the Chesapeake,) although we have had much unfavorable weather, the young gentlemen have been constantly occupied, either at target firing with the great guns, or performing various evolutions whilst under way, such as tacking and wearing ship *without the aid* of the rudder, box-hauling, chapeling, &c.; and whilst at anchor, the members of the first class were required to strip the mizen mast, unbending the sails, sending down all the yards, top-gallant-mast, topmast, &c.

In accordance with your instructions, the young gentlemen have been directed to keep journals of the cruise. Their journals have been examined by me, and many of them show a very credible degree of observation on the parts of those who have written them.

In conclusion, sir, I avail myself of this occasion to express my heartfelt gratification at witnessing the zealous efforts on the parts of the young gentlemen—particularly to the members of the first class—to acquire information, and to make themselves useful members of the profession which they have adopted. I inclose herewith reports of the aptitude and general attention to duties of each of the acting midshipmen embarked. These reports were made by each of the lieutenants attached to the ship, and, I believe, without consulting each other as to their opinions of the young gentlemen.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,
Commandant of Midshipmen.

Captain GEO. S. BLAKE,
Captain United States Naval Academy.

D.

UNITED STATES SCHOONER FENIMORE COOPER,
Honolulu, Sandwich Islands, February 7, 1859.

SIR: I have the honor to inform the department of the return of the Fenimore Cooper to this port after a cruise to the northwest of the Sandwich Islands, and to submit a brief report of our proceedings; the immediate departure of the mail not permitting more.

Leaving Honolulu on the 29th of December last, we passed to the north, between Oahu and Kanai, then west to Bird and Necker islands, determining their positions. We then visited "French Frigates shoal," (*Basse des Frigates Francaises.*) On the unoccupied and unclaimed shoals, consisting of an islet, sand banks above water, and a reef, we discovered a deposit of guano of good quality; in consequence of which I took formal possession of them in the name of the United States, erecting a cross bearing the following notice, painted in black on a white ground, upon the highest point of the islet:

"Taken possession of on the 4th of January, 1859, by Lieutenant Commanding John M. Brooke, United States schooner Fenimore Cooper, in accordance with the act of Congress passed August 18, 1856."

This cross was securely placed by Lieutenant Thorburn, and a rope was left leading to it from the only landing place on the islet.

The following extract from the "Directory for the Pacific Ocean," a reliable work, by A. G. Findlay, contains all that was known of these shoals prior to our visit in the Cooper:

"French Frigates shoal (*Basse des Frigates Francaises*) lies to the northwest of the Sandwich Islands, and was discovered and named by La Perouse, November 6, 1786, during his passage from Monterey to Macao. It is a rocky bank, even with the water's edge, and in a west

northwest direction. This rock is more than four leagues in extent. On its northwest extremity is an islet or bare rock of one hundred yards in diameter, and forty or fifty yards in hight. The space between this rock and the breakers is occupied by three sand banks, raised about four feet above the surface of the water. One astronomer, M. Dagelet, made the islet in latitude 23° 45″, longitude 165° 50″ west, and the eastern point of the reef in 165° 40″ west. Captain Stanikowitch gives it the same position, and considers that the reef surrounding the small islet that La Perouse speaks of extends to the distance of fifteen miles from north to south, and nearly as much east to west.

It appears from a chart in my possession that La Perouse saw only the southern part of the reef, and he inferred that the islet, which is larger than he supposed, was on its northwest extremity. We found the reefs and sand banks extending nearly eight miles to the northwest of the islet.

That portion of the reef on which the sea breaks, curves from its northwest extremity to the south, sheltering the islet from the prevailing northeast winds. There is good anchorage near the islet, but open to westerly winds, the depth varying from four to ten fathoms, bottom of broken shells and coral. The latitude of the islet as determined by M. Dagelet, is nearly right, but the longitude, although apparently confirmed by Stanikowitch, places the islet nearly 20′ east of its true position. The chronometers of the Cooper are now being rated preparatory to the final determination of the chronometrical differences of longitude between Honolulu and the various reefs and islands we visited, including French Frigates shoals.

The accompanying sketch of the islet,* by Mr. Kern, will probably give a better idea of its appearance than any written description. The islet is of volcanic rock, capped with guano; that on the surface forms a hard white crust, several inches thick, overlying a deposit of a dark brown color. It is difficult, from the irregular form of the islet, to determine the amount of the deposit, but Lieutenant Thorburn, who made the examination, estimates it at not less than 25,000 tons. There is nothing of a vegetable character on the islet. Specimens of guano were procured from a depth of three or four feet, and, with others from the surface, have been forwarded to the department.

On a sandbank near the islet was a rookery of *hair seals*. Lieutenant Thorburn who landed upon it, counted nearly two hundred; they made no effort to escape, and as the other sandbanks are probably frequented by them, a cargo of oil might readily be procured. There were also many turtles.

Four days were occupied in examining and surveying these shoals. We then stood to the westward, passing over a nameless island of the charts, in latitude 24° longitude 167° 40′ W., without perceiving any indications of land or shoal-water; we passed also over the position assigned "Two Brothers reef," but saw nothing of it; the probability of its existence rests upon a very slight foundation. Krusenstern, who, from his elaborate researches, has been styled the hydrographer of the Pacific, considers its existence very doubtful.

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*For sketch of the islet "French Frigates shoals," see original.

We then visited "Gardner's Island," an almost inaccessible rock, with a smaller one near it. The sea breaks with fury on all sides. Landing was impracticable at the time of our visit.

From "Gardner's Island," we passed to and surveyed "Maro Reef," a very dangerous reef, as there is nothing visible above water, although the sea breaks heavily. We sailed over the position assigned "Neva Island" without seeing any sign of land. Other vessels have also sailed over its assigned position. We then went to "Lay San," an island lately claimed by the Hawaiian government. Lieutenant Thorburn and Mr. Kern landed, but were compelled to return before completing an examination, in consequence of a sudden change of wind to northwest, which soon increased to a gale. In attempting to weigh our light spare anchor, the cable parted in consequence of the heavy sea, and, although, the anchor was buoyed, we could not recover it, being forced to seek an offing without delay. In hopes of the winds hauling or moderating, we laid off and on until the following evening, when we bore up for the "Island of Lisiansky." On the evening of the 16th of January, we saw the bottom under the vessel, at the depth of twenty fathoms, but the island was not visible. The next day we stood for its position, but a gale came on, forcing us to stand off for sea room. From the 16th to the evening of the 21st of January, we experienced a succession of gales with violent squalls of wind and rain. Whenever the weather permitted, we stood for the island, but although often in shoal-water of from twenty-five to fifteen fathoms, we were unable to sight it, night coming on or a gale springing up at the moment we expected to make the land. The currents were variable and rapid. Being then about nine hundred miles to the northwest of Honolulu, and having the voyage from the Sandwich Islands to China in view, I reluctantly stood to the northward for westerly winds, but in the parallel of 30° north, we encountered a very heavy gale from northeast by east, which detained us several days, as we were reduced to the necessity of lying to, under a close-reefed sail.

The gales we encountered in the vicinity of Lisianisky Island generally commenced southeast, hauling to southwest, then suddenly to north, causing a rough and bad sea. We availed ourselves of the only opportunity that occurred during a brief calm, to sound the deep sea, obtaining a specimen of the bottom from the depth of 1,800 fathoms in latitude 25° 33′ north, longitude 169° 20′ west. This specimen differs from any hitherto obtained, it is a fine white sand, not adhesive; when this cast was made, the waves were about twenty feet in height, from base to crest.

On our arrival here, we learned that the volcano "Mauna Loa," on Hawaii, was in a state of violent eruption. I regret very much that we cannot visit it without detriment to the primary objects of the expedition. In consequence of the heavy weather incidental to the season which we experienced during our cruise, and the wetness of the vessel, the crew were subjected to much discomfort, but it affords me pleasure

to state, that there were no complaints; on the contrary, they seemed to take pride in prosecuting the work to a successful termination.

Very respectfully, your obedient servant,

JOHN M. BROOKE,
Commanding United States Schooner Fenimore Cooper.

Honorable ISAAC TOUCEY,
Secretary of the Navy, Washington.

UNITED STATES SCHOONER FENIMORE COOPER,
Hong Kong, May 25, 1859.

SIR: I have the honor to inform the department of the arrival of the Cooper at this port, on the 19th instant. We left Honolulu on the 9th of March, for Johnston's or Cornwallis Island, the United States commissioner, Mr. Borden, having suggested to me that in consequence of conflicting claims to right of possession, and the importance of making such surveys as would enable vessels to approach the islands safely, for the purpose of shipping guano, known to exist in large quantities, it would be of advantage to American interests to visit them in the Cooper.

We arrived off the islands on the morning of March 14, and on rounding the western extremity of the largest and most westerly of the two, were boarded several miles from the land, by a boat sent by the superintendent, Captain A. D. Piper, appointed by the Pacific Guano Company, to make, as he subsequently informed me, such observations as would enable him to prepare in time to repel any attempt to trespass upon the islands. Taking the boat in tow, we beat up to an anchorage off the camp of Captain Piper, who, with several men, holds armed possession of the island. Soon after anchoring, he came on board, when I informed him of the object of our visit. He offered to aid us in making examinations, surveys, &c., and said that he had already placed signals upon certain points, for the purpose of making a survey of the anchorage. At my request, he furnished a written statement concerning his occupation of the islands, and the visits of several vessels. A copy (marked A) is herewith inclosed. We remained at Johnston's Island four days, during which a base line was measured on shore; a triangulation made; the anchorage and approaches examined; the latitude, the magnetic intensity, dip and declination determined, and equal altitudes of the sun observed for the longitude by fifteen chronometers running well together.

From personal inspection, I do not regard the estimates and expectations of Captain Piper, exhibited in his statement, as unreasonable.

Prior to the discovery of these islands, the celebrated navigator, Krusenstern, suspected their existence; and, as his remarks, in connection with their subsequent discovery, illustrate very clearly their importance of noticing, even what at the time may appear to be trivial incidents, it will not be out of place to quote them here from his narrative:

"On the 15th of June, we saw in latitude 17° and longitude 160° 30′, an extraordinary number of birds that hovered round the ship in

flocks of upwards of a hundred; this raised our hopes of meeting with land very considerably; but although the night was perfectly clear and we kept a good lookout, there was none to be perceived. I cannot, however but think, that during the night, we must have passed near some island or rock, standing above water, that serves as a resting place for these birds, for we again saw several the next morning, nor did we lose sight of them until noon."

Three years had not elapsed, when these islands were discovered by Captain Johnston, of the Cornwallis, and the following account of that discovery is given by Findlay:

"Johnston's Islands were discovered December 14, 1807, on board his Majesty's ship Cornwallis, Captain Charles James Johnston." The discovery and place of the group were announced by Lieutenant William Henry Smyth, at that time an officer on board the Cornwallis, hence the group is sometimes called by the name of the frigate. The original observations place them in latitude 16° 53′ 20″ N., longitude 169° 31′ 30″ W. They are described by Wilkes, 1840, as a lagoon surrounded by an extensive reef, extending northeast and southwest ten miles and five miles broad; on the northwest side are two islets; the westernmost, in latitude 16° 48′ N. longitude 169° 45′ 36″ W., is covered with bushes, but no trees; the other only a sand bank. This reef lies deep."

From Johnston's Islands we stood to the southward until nearly in the parallel of 15° 40′, on which are placed several reported dangers, so many as to lead to the inference that at least one of the number exists.

Captain Wilkes having followed this parallel, in 1840, for some degrees, we kept at such a distance from his track as would be beyond the radius of vision from the mast-head of the ship he commanded, so that portion of the sea has been closely examined; and it may be presumed that there is no more foundation for the report of dangers there than for those reported between San Francisco and the Sandwich Islands, which should be erased from the charts, for, if any exist, they are so remote from the positions assigned them on the charts as to render the navigator liable to wreck by the very course he pursues in endeavoring to avoid them. It is not unusual to find such reported dangers so far from their assigned positions as to render it doubtful whether they are the same or different dangers. Thus, in the case of the Roca d'Oro, or Lot's Wife, unmistakably recognized by drawings made by Captain Meares, its discoverer, there is a difference between its assigned positions of several hundred miles.

As the monsoon changes in May, the early summer is the only season suitable for surveying among the islands south of Japan, on the route from California to Shanghai, it would have been inexpedient to visit the Caroline Islands. But as it is important to determine the longitude of some point near them, we ran to make the island of Bigar, the northernmost of the Radack chain, which, under favorable circumstances, could have been accomplished without material delay, but when about sixty miles to the eastward of that island we encountered a northeast gale, and the current set us to the westward, at the rate of sixty-seven miles in twenty-four hours, so that when, by our reck-

oning, we were some forty miles from the land, our observations placed us within five miles of its assigned position, and directly to windward. The sea being very heavy, the atmosphere hazy, and the schooner low in the water, it would have been impossible to sight the reef without imminent risk of wreck, we therefore hauled up to the northward and westward for Gaspar Rico, or Smyth's Island. A few moments after, breakers were reported from aloft on the lee bow; we kept away for them to be assured of their existence, but they disappeared on our approach. This appearance of breakers was probably due to the sun's rays penetrating between the clouds, and lighting up a confused and broken sea. We saw several large flocks of birds, which, notwithstanding the strong wind and heavy sea, were pursuing shoals of fish. The gale holding well to northward, we fell to leeward of Gaspar Rico, but, by carrying sail, succeded in beating up against a strong current. With reference to Gaspar Rico, Findley's Directory contains the following:

"Smyth's Islands, a small group, are the subject of some doubt as to their original discovery.

"On the early Spanish charts an island, Gaspar Rico, is placed between latitude 15° and 16° north, and longitude 170 east. In 1625, the Dutch fleet, called the Nassau fleet, passed near to a low island which they believed to be Gaspar Rico. In 1796, Don F. Quintano, in the Spanish ship Maria, discovered a group of five small islands, connected by rocky banks, which he believed to be San Bartolomeo, discovered by Salazar in 1536."

Whether these several discoveries refer to the same or different spots is not as yet determined; but on December 22, 1807, his Majesty's ship Cornwallis passed to the northward of a group of islets and rocks extending seventeen miles from north northwest to south southeast, the center of which was in latitude 14° 30′ 30″ north, longitude 168° 42′ 15″ east, from the observations of Lieutenant William Henry Smyth, a name since deservedly celebrated. The largest of the islands received the name of Sybilla; the southernmost, Petrel; the others, Fruitful, Danger, and Rabbit Islands. The southernmost part of the rocky reef was named the Rocks of Scylla.

Captain Kotzebue saw these islands March 17, 1817, and sailed along their west side. His description entirely accords with that given by Lieutenant Smyth and Captain Quintano. "His determination of their position is, for the center, latitude 14° 42′ north, longitude 169° 3′ 30″ west, but he concedes the difference 21′ between his calculation and that of Lieutenant Smyth to the latter authority."

This supposed group of islands, proved to be a coral reef, elevated on the weather or eastern side, in banks apparently composed of coral sand, covered with a thick growth of low trees and bushes, presenting the appearance, when seen from a distance, of islands.

A barrier reef to leeward incloses a lagoon several miles in extent. We entered the bight formed by this crescent-shaped reef, of which the convex side is towards the lagoon, and sailed close to it from one extremity to the other, but, with the exception of a boat passage, there were no openings, nor could we find an anchorage, although we sounded with seventy fathoms of line close to the reef. The water

was as blue as that of the deep sea. At sunset we ran out of the bight to avoid being set upon the reef by eddying surface currents. At daylight next morning the land was not in sight, but getting into the smooth water to leeward we worked up and entered the bight at 10, a. m. The day was employed in determining the configuration of the island and reef, and in searching for a passage sufficiently large to admit the schooner into the lagoon. We examined every part of the barrier reef, confirming our observations of the preceding day. Before leaving, we sounded at the distance of half a mile from the reef, and within the bight, finding bottom at the depth of nine hundred fathoms, or five thousand four hundred feet. The bottom was hard, and no specimen, with the exception of a grain of coral, was obtained. I was anxious to land upon this island to make magnetic and other observations, but as we would have run some risk of being detained, by the schooner drifting off during the night, I reluctantly bore up for the island of Guahan, the most important of the Marianas, the principal recruiting station of our whalers in the western Pacific, and affording the only harbor in the chain suitable for a coal depot, should there be hereafter established a line of mail steamers between California and China. We arrived on the 12th April, and anchored under the lee of Cabras Island, in the outer port of San Luis D'Apra, the pilot being unwilling to take the schooner into the inner harbor, as the sky was clouded, which prevented his distinguishing the coral patches with sufficient clearness to avoid them. The outer port is the usual anchorage of vessels at that season, as the months of March and April are the mildest of the year. I called the same day upon the governor of the Marianas, Don Felipe de la Corte, who resides at Agana, five miles from the port. He expressed a willingness to afford us every facility in his power, and being a colonel of engineers as well as governor took much interest in our pursuits.

Observations were made on Cabras Island, and the chronometer rated. The charts of Guahan and the harbor of San Luis D'Apra by Duperry are very accurate, and with one or two trifling exceptions there have been no apparent changes in the conformation of the harbor, although the reefs are of coral, and earthquakes frequently occur.

From Don Felipe de la Corte I derived much information relating to other islands of the group.

On the afternoon of the 16th April, having completed the first series of observations on shore, I left Lieutenant Thorburn in charge of the vessel, and went to Agana, for the purpose of making inquiries and acquiring more information with reference to the island. During my absence a cyclone came on. At 8, p. m., the barometer standing at 29.98, the wind freshened from northeast by north, with frequent squalls of rain; the barometer falling, but almost imperceptibly, as the wind hauled to the eastward. At midnight the barometer 29.91. At 2, a. m., the schooner started her anchor, a second anchor was then let go, and both chains veered to their ends, the best bower backed by two kedges. At 4 a. m. the barometer 29.82.

At 9.15, a. m., the barometer had fallen to 29.48, and the anchors again started, the schooner dragging directly towards a reef astern, upon which the sea was breaking furiously. The spray rendered it

imposible to see the length of the vessel; the boats astern were capsized in the breakers upon the reef and swept off their thwarts; preparations were made to cut away masts; fortunately, at this critical moment, the wind hauled, and the schooner swung clear of the reef, the barometer came to a stand, and the gale gradually abated, ending with the wind at southwest. The schooner Pfiel, of Honolulu, lying in the inner port, with two anchors down, was driven upon Santa Cruz reef, and lying nearly upon her beam ends, bilged. A single flash of lightning, accompanied by thunder, occurred as the vortex of the storm passed; the air was impregnated with the odor of sulphur, and Lieutenant Thornburn supposed the vessel had been struck; but, on examination, no trace of the passage of the electric fluid could be discovered; the lightening conductor was up, and it may have passed off by it. This storm was undoubtedly a cyclone passing to the westward. They frequently occur in the time of the southwest monsoon, but rarely at any other season; and their tracks are limited to the southern islands of the group, whence they pass to the coast of China; probably often entering the China sea by the Ballingtang and Bashee channels. I shall continue to collect records of such storms for the purpose of determining their tracks in the North Pacific.

During our stay at Guahan, which was prolonged by the cyclone, the American whale-ship Vesper arrived from Strong's Island with the crew of the whale-ship Lexington, wrecked upon that island, twenty-six in all. A narrative of the wreck by Captain Fisher, of the Lexington, (marked B,) is herewith inclosed. As there is no consul or consulate agent in Guahan, Captain Fisher applied to the governor for such protection and assistance as is usually afforded shipwrecked persons in the absence of a consul of their own country. The governor granted the application, inquiring of me, however, whether they could take passage to some other port in the Cooper; to which I replied, that in consequence of the small size of the vessel, and her comparatively large crew, it would not be possible for them to do so. Copies of his letter and my reply, marked, respectively, C and D, are herewith inclosed. Before leaving, I furnished the governor and others with seeds of various plants; an acquisition of some importance to them, as well as to our whalemen who visit those islands. For in tropical countries many vegetables, natives of the temperate zone, gradually degenerate; and this has been the case, to some extent, in the Marianas.

The governor gave me, in return, specimens of cotton, maize, tobacco, and rice, all of which grow luxuriantly, and are excellent.

On the 3d May we sailed from this hospitable port for Hong Kong. For the first six days of the passage we had strong and fair winds, but on approaching the region of the southwest monsoon experienced light and baffling winds, with occasional squalls and calms. During the calms we sounded to the depth of 3,000 fathoms, obtaining a specimen of the bottom; and to the depth of 3,300 fathoms, obtaining a specimen of the bottom and about five ounces of water. A sounding was also made in the China sea, yielding specimens of bottom and water from the depth of 900 fathoms.

These soundings were as follows:

No. 1, 3,000 fathoms, in latitude 18° 08′ N., longitude 129° 33′ E.
No. 2, 3,300 fathoms, in latitude 18° 03′ N., longitude 129° 11′ E.
No. 3, 900 fathoms, in latitude 21° 53′ N., longitude 119° 40′ E.

In the trade-wind region soundings are made with difficulty, and much time is requisite; from a steamer only can they be well made, and at proper intervals, to afford a complete profile of the bottom.

The specimens of water from the depth of 3,300 and 900 fathoms, with others from the surface, were carefully preserved, and I have determined on shore the specific gravity of that from the depth of 3,300 fathoms and of the surface water above it. The balance employed was constructed for such purposes, and is very sensitive. The results were as follows:

3,300 fathoms, specific gravity, 1.02730; temperature, 76°
Surface water, specific gravity, 1.02704; temperature, 76.8°

This and a preceding experiment indicate that, at the same temperature and under the same pressure, the specific gravity of the deep-sea water is less than the surface water. It is probable, however, that when subjected to the pressure of a column of water 3,300 fathoms, or 19,800 feet in height, its specific gravity is increased; and the low temperature at considerable depths (within the tropics) also exerts a similar influence, so that in the depths of the sea its specific gravity may be greater than that of the surface water.

Upon our arrival at Hong Kong, we found the Germantown at anchor. Captain Page offered us any service it might be in his power to render. Since our arrival the weather has been favorable for observations, and we shall probably sail in a few days for the islands south of Japan; thence to the coast of Japan, in accordance with instructions from the department. The determination of rates of chronometers at this port will enable us to complete the chain of chronometrical differences of longitude between California and China, and to fix the positions of various islands, reefs, &c., which have been surveyed during our voyage across the Pacific.

Lieutenant Thorburn and Mr. Kern have rendered great services by their zealous coöperation in the work.

The crew are well, and conduct themselves in a creditable manner.

I have the honor to be, very respectfully, your obedient servant,

JOHN M. BROOKE,
Lieutenant Commanding, U. S. N.

Hon. ISAAC TOUCEY,
Secretary of the Navy, Washington, D. C.

JOHNSTON'S ISLAND, PACIFIC OCEAN,
March 17, 1859.

SIR: In reply to the interrogatories which you propounded, I will briefly state that, sometime during the year 1857, a knowledge of the provisions of the act of Congress of August 18, 1856, was obtained by a certain Mr. H. Parker. He was thereupon seized with the idea that

immense deposits of guano existed on certain islands that he had seen while coming passenger from Australia, in 1852 or 1853; among others, these islands. He thereupon associated himself with a man by the name of Ryan, and immediately petitioned our government for letters patent, granting to him the islands named. As a matter of course he met with a refusal, for obvious reasons.

Parker & Ryan then saw that they would have to comply with the provisions of the act of Congress of March 18, 1856; and having no means of fitting out an expedition themselves, cast about for some one who had, and would take the venture. As they had nothing but surmises to assist them, they met with considerable difficulty, but finally made arrangements with the owners of the schooner Palestine, Messrs. Byxbee & Stoddard, to the effect that the Palestine should proceed to Johnston's Islands, land upon, and examine them; and, if guano was found, to take possession of them, in accordance with the act of March, 1856; which was done by Captain Parriman, commanding the Palestine, for and on account of the parties interested in the voyage of the Palestine.

The agreement between Messrs. Parker & Ryan and Messrs. Byxbee & Stoddard was, that Parker & Ryan, for being the originators of the enterprise, were to receive a three-eighths interest, and Byxber & Stoddard, for taking upon themselves all the risk and expense of the enterprise, were to have five eighths of the result.

On the return of the Palestine from her first voyage, samples of guano were forwarded to the Department of State, together with affidavits showing what had been done, the receipt of which was duly acknowledged by Mr. Cass. The Palestine sailed, on her first voyage to these islands, January 9, 1858; landed and took formal possession March 9, 1858.

On the 9th of June the Pacific Guano Company was formed, and incorporated under the laws of California, by the parties interested in the voyage of the schooner Palestine, for the purpose of working the deposits. On the 2d of July the Palestine sailed on her second voyage to the islands, and arrived about July 22, 1858. A house was then built, about fifty tons of guano laden on board the schooner, the necessary material, water, provisions, &c., and two men were landed, and left in charge of the islands, and property thereon situate, to hold the same for and on account of the "Pacific Guano Company," until further necessary arrangements could be made for the successful working of the deposits of guano upon the islands.

As soon after the arrival of the Palestine from her first voyage as it became known that a valuable deposit of guano really existed on Johnston's Islands, certain shrewd operators in San Francisco conceived the idea of catching the bird; in other words, to obtain possession of these islands and deposits, and reap the rewards of the enterprise of the Palestine, afterwards Pacific Guano Company. To that end, they dispatched the schooner Kalama, *via* Sandwich islands, to destroy the marks left by the Palestine and hoist the Hawaiian flag upon these islands. This was between the first and second visit of the Palestine. They then induced the King of the Sandwich Islands to issue a proclamation, annexing the islands; which was accordingly done. The

next step undoubtedly was to get a grant from the king to work the islands, and thereby have a color of title on which to found a fillibustering foray against the rightful occupants of the islands, and the employés of the Pacific Guano Company. A ship was then chartered, supposed by the same parties, and sent down to the islands for a cargo. On their arrival here they found the two men left here by the Palestine on her second voyage, in quiet and peaceable possession of the islands and property thereon situate, holding the same for and on account of the Pacific Guano Company. The parties on board of the ship first endeavored to impose themselves upon these two men as being sent by the Pacific Guano Company; but, failing in deception, they expressed an intention of taking guano by force. At the time these parties chartered the Gauntlet, the Pacific Guano Company had not completed their arrangements for a successful working of the guano deposits; but, for fear of what might happen, they chartered the ship Radiant, and employed men, purchased lighters and a large quantity of material, and dispatched them at once to these islands. The company appointed me to the command of this their third expedition to the islands, with instructions, when I arrived, to take charge of the islands and deposits, and place them, as far as I was able, in complete working order, and in all things to comply with the provisions of the act of Congress of August 18, 1856, as far as the same related to my management of the islands. On my arrival at the islands I found the ship Gauntlet at anchor near them, and the two men left by the Palestine still in charge of the islands. I landed, presented my letters, and was immediately placed in possession of the islands and the property thereon situate. I then served a protest upon Captain Borland, of the Gauntlet, a copy of which I herewith furnish you, at the same time stating to Captain Borland that I did not desire to see his ship go away without a cargo, and offered to sell him a full cargo of guano at four dollars per ton, taking his draft on his owners in New York in payment, or I would charter his ship on account of the Pacific Guano Company, to load for New York. Captain Borland stated to me, that after a careful examination of the islands and reefs by which they are surrounded, it was his opinion that no ship could be loaded at these islands with the appliances then at hand; he therefore declined to entertain my propositions.

Captain Hallett, of the Radiant, also entertained the same views as Captain Borland, and peremptorily declined to commence loading his ship in accordance with the terms of his "charter party."

I brought with me to the islands nine men besides myself, which, with the two here on my arrival, made an effective force of twelve, all told.

As soon as the Radiant discharged my men and material, the two ships sailed in company, without taking in any guano whatever.

The Gauntlet, just before leaving, sent on shore seven men, laborers, who had been employed to assist in loading the ship, together with a limited quantity of provisions and water for their subsistence. I immediately ordered the men to leave and go on board of the ship. They informed me of their condition, stating that Captain Borland had refused to carry them any further without being paid for it; that the

provisions they had was what they had brought along to subsist on while loading the ship; that after the ship was loaded, they were to have been landed at the Society Islands, where a passage was to have been furnished to them to San Francisco; that, as the enterprise of loading the Gauntlet had come to an abrupt termination, they found themselves left in the lurch; that they represented no company but themselves, their leader continuing on the ship; and finally, unless I could compel Captain Borland to receive them on board, they would have to remain on the island until they could procure a passage from here in some other vessel. Having served Captain Borland with a protest covering this case, and not having the power of compelling him to take the men, I permitted them to remain until the arrival of the San Diego at this place, when I procured for them a passage to Honolulu in that vessel.

The Radiant arrived November 3, 1858; the Gauntlet a few days before her. They sailed from here November 11, 1858. In about two weeks after the sailing of the Radiant and Gauntlet, the ship Harvey Birch, Nelson, arrived under an agreement to purchase a cargo at four dollars per ton in its native bed, from the agents of the Pacific Guano Company. I moored the Harvey Birch in what I then thought a safe and secure position, and made an arrangement with Captain Nelson to assist in loading with my men and lighters. After working a few days, Captain Nelson discovered sunken rocks near his ship, which necessitated her removal further out. He then stated to me that he did not consider neither his nor my lighters suitable for loading his ship as far off shore as he then thought he would have to lay her to insure her safety. He said he had determined to leave the islands without loading, as soon as he could get his ship safely out of her then position.

The Harvey Birch sailed about the beginning of December. The next arrival was the Schooner San Diego, with supplies from the company, about the 20th of December. By her I procured a passage to the Sandwich Islands for the seven men left by the Gauntlet. They had on hand at the time they left less than sixty days' provisions, which I ascertained from an account taken, the greater portion of which was an inferior, damaged article. They were very glad to get away.

The next arrival here was the ship Abby Brown, January 30, under charter by the Pacific Guano Company to load. The ship managed somehow on the night of the 29th to stumble over the reef up at the east end. She came to inside, very much injured, and in a very bad position. As soon as the weather permitted, Captain Moody got his ship under way with all the assistance that I could afford him, and got her out over the reef without further damage. I then piloted him around to the anchorage, when after laying a day or two, he sailed for the Sandwich Islands, February 16, to repair.

The next arrival was a small nine ton sloop, called the Splendid, which remained at anchor near here about three hours, and then left. As she showed no colors nor papers, (except a file of the Polynesian,) I was unable to say where she is from, what her nationality is, or where bound.

The next arrival is your vessel, of which it is unnecessary to speak.

Previous to the arrival of the Abby Brown, I had run lines of soundings off the southeast side of the islands, and succeeded in finding a good safe anchorage for ships to the south of Large island, within about a half a mile of the shore. To this anchorage I brought the Abby Brown, and before she left satisfied the captain of the feasibility of loading ships.

I have projected a wharf to be built off from the east point of this (Large) island, out 600 feet, over the inner reef, to a large basin inside of the outer reef, through the outer reef or line of coral patches. I have projected a channel, which I have marked out and partially improved by blasting.

The coral is very soft, easily giving away before light charges of powder. I have also projected a railway to transport guano from the deposits to the lighters. I have modeled out such lighters as are required here; one lighter which will measure about sixteen and a half tons, and carry about twenty tons guano. If the company adopt my suggestions, and go to the expense of making my improvements, I can place alongside of shipping as high as three hundred tons of guano per day, at a moderate and reasonable expense. As they have already expended a large amount of money, for which they have not as yet received any return, and as it will be necessary to spend still further sums before the resources of this place can be fully developed, you will perceive that it should be and is incumbent on our government to extend to them and over them its protecting arm, and afford them every facility in its power towards developing the resources of these islands.

A. D. PIPER,

Supt. Pacific Guano Co., Com'g at Johnston's Islands.

Captain JOHN M. BROOKE,

Commanding U. S. Surveying Schooner Fenimore Cooper.

No. 1.—*Estimate of appropriations for the office of the Secretary of the Navy, required for the service of the fiscal year ending June 30, 1861.*

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Salary of the Secretary of the Navy, per act **of March 3, 1853, 10 Laws, page 212, section 4**	$8,000 00		$8,000 00
Salary of chief clerk, per same act, page 211, section 3	2,200 00		2,200 00
Salary of one fourth-class clerk, per same act, page 210, section 3	1,800 00		1,800 00
Salary of the same, as disbursing clerk, per same act, page 211, section 3	200 00		200 00
Salaries of six third-class clerks, per acts of March 3, 1853, 10 Laws, page 210, section 3; and April 22, 1854, 10 Laws, page 276, section 1	9,600 00		9,600 00
Salaries of four second-class clerks, per same acts	5,600 00		5,600 00
Salary of principal messenger, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145	900 00		900 00
Salary of assistant messenger, per same resolution	700 00		700 00
Salary of laborer, per same resolution	600 00		600 00
	29,600 00		29,600 00
Contingent expenses.			
For blank-books, binding, stationery, labor, newspapers, periodicals, and miscellaneous items	2,840 00		2,840 00
Total	32,440 00		32,440 00
FOR THE SOUTHWEST EXECUTIVE BUILDING.			
Salaries of four watchmen, per acts of August **26, 1842, Laws 5, page 524**, section 4; September 30, **1850, Laws 9**, page 543, section 2; August 31, **1852, Laws 10**, page 82, section 1; April **22, 1854, Laws 10**, page 276, section 2	$2,400 00		$2,400 00
Labor, fuel, lights, and miscellaneous items	3,913 00		3,913 00
Total	6,313 00		6,313 00

No. 1—Continued.

Estimate of appropriations required for the fiscal year ending June 30, 1861, to pay the officers of the Navy not on duty; also those on duty who are not included in the estimates of the Bureau.

Heads of appropriation	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Pay of the Navy.			
Pay of officers not on duty	$282,725 00		$294,875 00
Pay of officers on Coast Survey duty	26,000 00		48,900 00
Pay of officers on light-house duty	29,200 00		27,700 00
Pay of officers on other duty	149,150 00		64,750 00
Total	*487,075 00		436,225 00
For charter of steamer on the East India station for the purposes of the United States mission to China.			
For charter of steamer on East India station	$45,000 00		

*NOTE.—The increase is caused by estimating for the full number of midshipmen and engineers allowed by law, which was not done in the estimates of the previous year. Arrangements will be made for receiving more candidates into the Naval Academy for instruction, and the new steamers added to the navy will require a corresponding addition to the engineer corps.

No. 1—RECAPITULATION.

Heads of appropriation.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
CIVIL.			
Office of the Secretary of the Navy—			
Salaries	$29,600 00		$29,600 00
Contingent	2,840 00		2,840 00
Southwest Executive building—			
Salaries	2,400 00		2,400 00
Contingent	3,913 00		3,913 00
NAVY.			
Pay of the navy	487,075 00		436,225 00
SPECIAL.			
Charter of steamer on East India station	45,000 00		
Total	570,828 00		474,978 00

No. 2.

BUREAU OF YARDS AND DOCKS,
October 8, 1859.

SIR: I have now the honor to transmit, herewith, duplicate and triplicate sets of the estimates from this bureau for the fiscal year ending 30th June, 1861, together with my annual report in duplicate for the same period, and a compendium of the same, as required by your letter of the 4th August last.

I have the honor to be, with great respect, your obedient servant,
JOSEPH SMITH.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Compendium of the annual report from the Bureau of Yards and Docks, dated October 1, 1859.

Introductory remarks as to the need of greater accommodation for building, repairing, docking, equipping, and taking care of vessels at navy-yards; reasons which have influenced the bureau in submitting its estimates for the next fiscal year.

Invites the attention of the department to the disparity in the pay of clerks at navy-yards, reciting the laws applicable thereto; also, in reference to the salary of the commandant of the navy-yard in California.

Recommends an increase of pay to commandants' clerks at all navy-yards.

Submits statement of the improvements and repairs made at each navy-yard during the past year, naming the objects completed and the amounts expended thereon; what works have been in progress, but not completed, with the aggregate expenditure upon the same; also, the amount expended, under the head of contingent, at each navy-yard on account of the Bureau of Yards and Docks.

Submits estimates for the preservation of works, and for current repairs at navy-yards, for the fiscal year ending June 30, 1861.

The same, with reference to each of the naval hospitals, magazines, and ordnance improvements at the different stations.

The present state and condition of the dry-docks generally.

Detailed remarks on the naval asylum for decrepid officers, seamen, and marines.

Treats of the timber agencies, their efficiency and economy in preventing depredations on the public lands.

BUREAU OF YARDS AND DOCKS,
October 1, 1859.

SIR: In compliance with your instructions, I have the honor to submit my report of the state of the improvements at the several navy-yards;

the amounts expended on different objects during the past year, and estimates for the preservation and repair of buildings, &c., for the fiscal year ending June 30, 1861.

As no funds were appropriated during the last session of Congress for *improvements* of navy-yards, and but a small amount to preserve the buildings, wharves, docks, &c., from decay, the necessity for an increase of appropriations would seem to be apparent for this branch of the public service.

Without an appropriation of funds to complete objects commenced, and repair works which may and probably will be demanded for naval purposes, such as docking ships, repairing engines, &c., the navy-yards may not be in a condition to meet the demands upon them; but as Congress, at its last session, adopted the policy of not continuing the improvements of navy-yards, and granted but a very small amount for current repairs, and as I understand it to be your desire to conform to that policy, I have based the estimates of this bureau for the next fiscal year accordingly. In submitting them, however, I beg leave to remark that, although we have made some progress at the principal yards, in providing dry-docks and in building shops for machinery and store-houses for the storage of materials and stores, much yet remains to be done to make our navy-yards complete. The want of more dry-docks is often seriously felt when vessels are waiting to be docked, either for repairs or for the fitting of steam-engines. As yet, we have been unable to complete a marine engine at any navy-yard, except at Washington, for the want of shops, tools, and proper appointments.

It is confidently believed when these deficiencies shall be supplied we can build our steam-engines cheaper and better in the navy-yards than at private establishments.

At the navy-yard in California, where an appropriation for the commencement of a foundery and machine-shop was made, the work has, in a measure, been suspended. It is highly important that a complete navy and dock-yard should be built and maintained in that quarter, for reasons too obvious to need a recapitulation.

The subject of wet-docks, for the safety and economical preservation of vessels in ordinary, was brought to your notice in my report of last year. I beg to refer you to that document, and to reiterate the views therein expressed as especially applicable to the navy-yard at Pensacola. Since we have commenced the construction of ships-of-war at that point, involving a heavy outlay to make the necessary preparations, a wet-basin is considered indispensable.

I desire to call your attention to, and ask your interposition to correct, certain discrepancies in the laws fixing the pay of clerks and others at the several navy-yards. This subject, it appears to me, cannot longer escape the notice of Congress.

By the act of 3d March, 1835, the pay of clerks of navy-yards, and first clerks to commandants, was fixed at $900 per annum, and that of second clerks to commandants at $750 per annum.

The law of 3d March, 1853, making appropriations for the navy, raised the pay of these clerks at the navy-yards at Boston, New York, Washington, Norfolk, and Pensacola to the present rates, viz: $1,200

and $960 respectively, omitting to make any change in the pay of the clerks at Portsmouth, N. H., and Philadelphia.

By the act of 31st August, 1852, (navy appropriation bill,) the purser's assistant, (steward,) at the navy-yard, Portsmouth, N. H., when performing the duties of clerk also, is allowed $750 per annum; and upon this data the pay of purser's stewards, where no clerk to the purser is allowed, has been established upon the estimates of the department. At the larger navy-yards, Boston, New York, and Norfolk, where clerks to pursers are allowed, and where the duties are more arduous and responsible, the law of 1835 fixes their pay at $500 per annum. The anomaly is thus presented of a smaller rate of compensation being allowed to purser's clerks at Boston, New York, and Norfolk, than to the same class of officers, performing much less important services, at other navy-yards.

The law of 10th August, 1846, (navy appropriation act,) allows the commandant's clerk at Philadelphia, when performing the duties of clerk of the yard also, a compensation of $1,200 per annum. The two duties were for some years performed by the same person, who received the pay provided by law, until the increase of workmen made it necessary to appoint a clerk of the yard, and a second clerk to the commandant, when the pay of the commandant's first clerk was reduced to $900 per annum, as established by the law of 1835.

The department, in its estimate for the years 1854–55, placed the clerks, including those of the purser, at all the yards on an equal footing as regards pay, assuming, as a basis, the acts of 31st August, 1852, and 3d March, 1853, before recited.

The amount, as estimated, was appropriated in full, and payments were made to the several clerks accordingly. This was continued for some time, until, by decision of the accounting officers of the treasury, the increased salaries to the clerks of the yard and commandant's clerks at Portsmouth, N. H., and at Philadelphia, as well as the purser's clerks at Boston, New York, and Norfolk, were disallowed, and the excess checked against their pay.

It seems but just that the clerk's to the commandants at Portsmouth and Philadelphia should be paid the same as at other yards, and that purser's clerks at all navy-yards should get at least $750 per annum.

The act of 5th August, 1854, making appropriations for the navy, raised the pay of the commander or executive officer at the navy-yard in California to $3,500, the same salary as is allowed to the commandant at that and other navy-yards. In the estimates of the Department for the years 1856, 1857, and 1858 provision was made for the pay of the commandant at Mare Island at the rate of $5,000 per annum; but the accounting officers of the treasury refused to allow it, for the reason that there was no warrant of law for such increased rate of compensation. This seems to have been an oversight. It could not have been the intention of Congress to place the commandant and commander, a subordinate officer, on the same footing as regards pay; nor does it seem reasonable that the pay of the civil engineer and navy agent in California, each of whom receive $4,000 per annum according to law, should exceed that of the commandant under whose orders they are.

When the expense of removing a family to that remote and costly

station is considered, and that the commandant is required to live in the yard, and is not allowed furniture for his quarters, it must be evident that his present pay is inadequate for his support, and it would be but just if the amount heretofore appropriated should be allowed by law, and to take retrospective action.

The pay of the commandant's clerk at Mare Island was fixed by estimate at $1,500 per annum, but it has been decided that he can receive but $900, according to the law of 1835, although the former rate of pay was allowed to that officer for some years. The salary, in my opinion, should be restored by law to $1,500 per annum.

By the acts of 22d April and 4th August, 1854, and that of 3d o March, 1855, the clerks, messengers, and watchmen, in the Washington navy-yard, were allowed an addition of twenty per cent. to their pay, to continue to the 30th June, 1856, which additional pay was subsequently extended, so far as regards the clerks and messengers, by the act of 12th June, 1858, and is now considered permanently fixed by law, and estimated for accordingly. This increase of pay to certain officers in the Washington navy-yard has created some dissatisfaction at other yards, where, in some instances, the duties are more arduous and responsible. It would, therefore, be but an act of justice to the clerks at other navy-yards to place them on equality at least with those of the Washington yard, and, in the opinion of the bureau, it would be better to state the salaries precisely, than to make the addition in the shape of a percentage on former rates of pay.

I would respectfully remark that, in my judgment, the clerks of the commandants of navy-yards, who are charged with the duty of keeping the accounts and making returns of expenditures in the various departments of the yard, besides conducting (as at the larger yards) a heavy correspondence, should receive at least the pay of a second class clerk in the executive departments at Washington, viz: $1,400 per annum. Indeed, the pay of a third class clerk ($1,600) would be but just, considering their relative labors and responsibilities.

The following statement exhibits the improvement and repairs made at the several navy-yards, with the amounts expended thereon during the past year, and the estimates submitted for the preservation and repair of buildings, &c., for the next fiscal year, commencing with the navy-yard at

PORTSMOUTH, NEW HAMPSHIRE.

The works of improvement which have been completed at this yard during the past fiscal year are, removing ledge, coal-house, tank-shed, and mooring piers. Upon these objects there has been expended during the year—for labor, $19,013 08, and for materials, $11,627 28, making an aggregate of $30,640 36.

The works upon which expenditures have been made, but which are not yet completed, are—

1. *Quay wall connecting with dock basin.*—Piles have been driven where suitable foundations could not otherwise be obtained; the old coffer-dam on the north side of the basin has been removed, or cut off as low as practicable, and, in conjunction with the basin wall, both are

in progress. On the north side of the basin the wall will be completed this season.

2. *Tools for machinists.*—The amount allotted for this object has been expended in the purchase of some valuable tools, which were much needed in this department.

3. *Dock basin.*—This important work has been vigorously prosecuted during the past year. Eight hundred lineal feet of the side-walls have been taken up and relaid in a strong and substantial manner, and there yet remains one hundred and fifty lineal feet to complete the work, which must be delayed until the old coffer-dam and filling in can be removed, for which estimates are submitted.

4. *Officers and muster room.*—All the materials for this building have been procured, and the work is in progress; the walls have been erected and are receiving the roof, and it is expected that the building will be occupied before the close of the present season.

5. *Engine-house.*—The additional story to this building has been commenced; the roof has been removed, and the walls have been about one half laid, up to the proper height, and the building will probably be completed and ready for occupation in three months.

6. *Repairs of all kinds.*—Proper and necessary repairs have been put upon the floating-dock, buildings, officers' quarters, bridges, docks, landing stages, platforms, boats, walks, gutters, drains, fences, walls, cranes, furnaces, forges, and slips and other miscellaneous objects. The amount expended upon these various objects during the fiscal year is, for labor, $32,195 51; and for materials, $32,859 18; making an aggregate of $65,054 69.

There has been expended for contingencies during the past year the sum of $27,720 48.

An estimate is submitted for the fiscal year ending June 30, 1861, for the preservation of works and repairs at the yard, amounting to $10,000.

BOSTON.

The works of improvement which have been completed at this yard during the past fiscal year are, cleaning out timber-dock and altering tar kettles at pitch-house; and upon these objects there has been expended, for labor, $3,553 23; and for materials, $835 61; making an aggregate of $4,388 84.

The works upon which expenditures have been made, but which are not yet complete, are:

1. *Extension of dry dock.*—This work has been prosecuted during the past year under the most favorable circumstances, and, should no accident occur, it will be completed during the present season.

2. *Machinery for machine-shop.*—A considerable amount of materials have been collected for this object, but no further progress made.

3. *Extension of city sewer, reservoirs, dredge-boat, and scows,* have all been very nearly completed.

4. *Ropewalk machinery.*—Extensive repairs and improvements have been made upon the ropewalk machinery, and the work is still in progress.

5. *Boiler-house and chimney at ropewalk.*—This work has been in rapid progress, and will probably be completed during the present season.

6. *Repairs of all kinds.*—Such repairs as were necessary have been put upon the various buildings, wharves, docks, roads, fences, and other existing works; and for all these improvements and repairs there has been expended during the fiscal year the sum of $191,533 80.

There has been expended for contingent during the past year the sum of $82,784 64.

An estimate is submitted for the fiscal year ending June 30, 1861, for the preservation of works and repairs at this yard, amounting to $15,000.

NEW YORK.

The works of improvement which have been completed at this yard during the past year are: Machinery for coffee-mill, storehouse, steaming house, reservoir, fences, water closets, lightning rods, paving and flagging, water pipes and drains, steamer boiler for dredger, repairs of oakum shop, and extension of smithery. There has been expended upon these objects during the year the sum of $107,049 21.

The works upon which expenditures have been made, but which are not yet complete, are:

1. *Quay wall.*—The only progress which has been made upon this work during the past year is the laying of a portion of the coping and the erection of an iron crane; the balance of the expenditure has been for materials, a large quantity of which have been purchased.

2. *Smithery.*—Cast-iron gutters have been put upon the building, and a provision made for its better ventilation, which has operated beneficially.

3. *Foundery.*—Arrangements have been made for placing additional sky-lights upon this building for the admission of more light from the roof, but the work is not yet completed.

4. *Launching ways.*—The principal work upon this object during the past year has been in tearing up the old dock outside the ship-house, and in constructing a dam to exclude the water. This has been accomplished, and the work of preparing the foundations is now in progress.

5. *Machine shop.*—Additional floors have been put in a part of the machine shop, which afford extended accommodations, and add much to the comfort of the men working in the building.

6. *Foundation walls for marine barracks.*—The foundation walls for these buildings have been completed, and the work is now ready for the contractor who is to erect the buildings.

7. *Dredging channels.*—This work has progressed as usual; the dredging machine has been kept in operation where its services were most required, and a sufficient depth of water has been maintained.

8. *Filling ponds and low places in the yard.*—A portion of the old timber basin has been filled in and graded, so that it may be usefully occupied. This work cannot progress further until the remainder of the timber is removed from the old basin.

9. *Repairs of all kinds.*—The usual annual repairs have been made upon the various store-houses, workshops, timber sheds, ship-houses, offices, officers' quarters, wharves, docks, roads, fences, and other improvements; and upon all these improvements and repairs there has been expended during the year the sum of $200,819 78.

There has been expended on account of contingent, during the fiscal year, the sum of $70,089 44.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for repairs at this yard, amounting to $20,000.

PHILADELPHIA.

The objects which have been completed at this yard during the past year are, extending gun-carriage shop, and raising plumbers' shop. The amount expended upon these objects during the year is: for labor, $1,954 23, and for materials, $2,780 78; making an aggregate of $4,735 01.

The works which have been in progress, but which are not yet completed, are:

1. *Dredging channels.*—Very little has been done under this head during the past year. About 21,000 cubic yards of mud have been removed, and a sufficient depth of water for working the floating-dock has been maintained.

2. *Floating-dock.*—Necessary and proper repairs have been made to this structure, and it has been kept in good condition to meet all the demands for its use.

3. *Repairs of all kinds.*—The usual repairs have been made upon the various buildings and other improvements; and for all improvements and repairs there has been expended during the year the sum of $59,804 12.

There has been expended on account of contingent during the fiscal year the sum of $37,328 48.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for current repairs at this yard, amounting to $15,000.

WASHINGTON.

The works of improvement which have been completed at this yard during the past year are: extension of boiler shop, removing shears, reservoir for water, gas pipes and fixtures, and timber shed. The amounts expended upon these objects are: for labor, $3,486, and for materials, $2,345 74; making an aggregate of $5,831 74.

The objects upon which expenditures have been made, but which are not yet completed, are:

1. *Steam engine and machinery for ordnance building.*—Considerable additions have been made to the machinery in this establishment, and it is now in a condition of increased efficiency.

2. *Dredging channels.*—The dredging machine has been profitably employed, during a portion of the year, in dredging along the wharves

and in front of the marine railway; and the depth of water is such as is sufficient for the classes of vessels which usually visit the yard.

3. *Pavements, drains, and gutters.*—The pavements have been kept in good condition, and additional drains and gutters have been constructed for the proper drainage of the yard.

4. *Grading and filling.*—The amount expended under this head is for filling up low places and spreading gravel over the roads; and the surface of the yard is now in such condition as to afford easy transportation for materials from point to point,

5. *Machinery and tools.*—Under this appropriation several valuable and indispensable tools have been procured for the machine shop; a new steam engine and boilers have been built and set up in the new anchor shop; and, in the same shop, new blowers, blast pipes, and forges have been erected, and will soon be in operation. A very large furnace has been constructed in the forge shop, by which some shafting, probably the heaviest ever manufactured in this country, has been successfully made.

6. *Extension of navy store.*—This building has been erected during the past year, and is completed, except a small amount of painting. The building is now occupied for the purpose intended; and the unexpended balance of the allotment will be sufficient to complete it.

7. *Anchor shop and coal houses.*—Most of the materials for this building have been procured, and about one half of the building is up and completed; one side-wall of the remaining half is built, and the timber for the roof is purchased and framed. The building will probably be completed before cold weather.

8. *Repairs of all kinds.*—Such repairs as were necessary for the preservation of the public property have been put upon the various work shops, ship-houses, storehouses, timber sheds, furnaces, ordnance buildings, founderies, wharves, roads, fences, and other improvements, and the amount expended on all these objects of improvement and repairs is, for labor, $57,541 62, and for materials, $37,421 10; making an aggregate, during the year, $94,962 72.

There has been expended, on account of contingent, the sum of $81,497 27.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for repairs at this yard, amounting to $10,000.

NORFOLK.

The improvements which have been completed at this yard during the past fiscal year are: tools and machinery for foundery, grading and draining yard, and masting shears.

The amount expended on these objects, during the year, is, for labor, $16,600 63, and for materials, $21,382 50; making an aggregate of $37,983 13.

The works which have been in progress during the past year, and which are not yet completed, are:

1. *Quay wall.*—This work has been prosecuted with vigor; 52,000

cubic feet of stone have been laid, 427 piles have been driven, and a large amount of filling in has been completed.

2. *Foundery, boiler and machine shops, and machinery for same.*—These buildings, as far as appertains to the especial objects named under this head, may be said to be completed to the extent originally designed, except the forge shop, which is still in an unfinished state. An air furnace has been partly built, and several cranes completed for the foundery; a small steam engine, with the necessary shafting, pulleys, &c., has been built and erected in the boiler shop.

3. *Timber-landing slip at saw-mill.*—All the foundation piles for the front wall have been driven and cut off, and a few side-wall piles have been driven. The excavation for these latter walls has been nearly completed, and the whole is in a good condition for commencing the masonry, and completing it in a short time.

4. *Ship-house No.* 48.—The foundation for this building has been completed, and is ready for the superstructure. Most of the materials have been received, and the building will soon be in progress.

5. *Victualling establishment.*—The piling and foundation walls for this building have been completed, and are now ready for the brick work. Most of the materials for this building have been purchased, and it is decided to perform the remainder of the work by contract.

6. *Spar shed.*—The excavations for the walls have been made, the piles driven and capped for all except the east wall, and a portion of the materials for the building has been purchased.

7. *Dredging channels.*—During the fiscal year these operations have been continued as usual, except during a necessary suspension of the steam dredge for repairs. These repairs were charged to the appropriation for this object, and have been quite extensive. They consist of a new boiler, and the thorough overhauling and putting in order of the steam-engine and dredge-boat.

8. *Machinery and tools.*—The expenditures under this head consist in the purchase and setting up of a large ten-ton iron wharf-crane, two lathes, one punching machine, two trip-hammers, and various other tools, all of which have been put in operation, and have added largely to the efficiency of the shops.

9. *Repairs of all kinds.*—Proper repairs have been made upon the various buildings, docks, wharves, and other improvements; and the amount expended during the year upon all these improvements and repairs is: for labor, $122,071 11, and for materials, $56,529 83, making an aggregate of $178,600 94.

There has been expended on account of contingent the sum of $72,156 50.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and current repairs at this yard, amounting to $20,000.

PENSACOLA.

At this yard, during the past year, the improvements at spar pond have been completed, and the amount expended is $2,368 26.

The objects upon which expenditures have been made during the past year, but which are not yet completed, are:

1. *Extension of granite wharf.*—During the past year, 1,070 cubic yards of granite and concrete masonry have been laid; 650 foundation and sheet piles have been driven; and 66 cubic yards of granite flagging have been laid on the permanent wharf, back of the sea-wall.

2. *Mooring, repairing, and operating floating-dock.*—This structure is in as good condition as can reasonably be expected; the effects of the climate upon the material of which it is constructed, and its exposed situation, being duly considered. The basin, railway, engine, and house, are in tolerably good condition.

3. *Dredging.*—The quantity of sand dredged during the year is 11,989 cubic yards. This work is of constant necessity for maintaining the required depth of water near the mouth of the deep basin.

4. *Railways.*—The rail-tracks in the yard and that to the spar pond, as well as the appendages of the same, have been kept in good order for service. The facility of transportation of heavy articles to and from different points of the yard, that is afforded by these tracks, is an economical substitute for hauling through the heavy sand.

5. *Foundery.*—The work of putting an iron roof on this building is in progress, and is advancing towards completion.

6. *Constructor's workshop.*—The foundation walls of this structure have been raised above the ground, and the framing of the doors and windows is nearly completed.

7. *Trip-hammer.*—A steam trip-hammer has been procured and is ready to be set up in the smith's shop, and will probably be in operation early in the ensuing fiscal year.

8. *Repairs of all kinds.*—Extensive repairs have been put upon the various work-shops, timber-sheds, officers' quarters, wharves, docks, roads, fences, and other improvements; and upon all these objects of improvement and repair there has been expended, during the year, the sum of $179,358 91.

The amount expended on account of contingent, during the year, is $40,185 67.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and repairs at this yard, amounting to $10,000.

MARE ISLAND.

The objects of improvement which have been completed at this yard during the past year are, joiner's shop and timber shed No. 14; cooper's shop, tank shed, and paint shop No. 41; and plumber's, coppersmith's and tinner's shop No. 70; and upon these objects there has been expended for labor, $15,089 17, and for materials, $32,931 34, making an aggregate of $48,020 51.

The works which have been in progress during the year, but which are not completed, are—

1. *Wharf.*—Of this work one hundred and twenty-six lineal feet have been constructed and completed during the year, and there is a large amount of materials on hand for the continuation of the work.

2. *Officer's houses Nos. 7 and 9, 11 and 13.*—The walls of the first two have been erected and the roof put on, and the walls of the last two have been built up to the second story windows, and most of the joiner's work for all has been completed.

3. *Grading.*—About 35,638 cubic yards of earth have been removed from the higher parts of the yard and deposited upon the low grounds, thus accomplishing two objects—grading sites for buildings and providing additional working grounds at points which were formerly unavailable for any purpose.

4. *Mold loft No. 39.*—This building has nearly been completed, there remaining only a few doors to be made, and a small amount of painting and glazing to be done.

5. *Cisterns.*—Two cisterns have been completed during the year, making the number now in use four; these are indispensable improvements, as they are the only means of providing water for the vessels and for yard use. An additional number will be required as the works at this yard progress.

6. *Machine shop.*—The foundations for the front and wings of this building have been nearly completed; the walls have been carried up to about eight feet along the whole front and for a part of the wings; most of the doors, window-frames, and sash have been made, painted, and glazed, and a large quantity of materials for the building have been purchased.

7. *Guard-house.*—The foundation for this building is commenced, and most of the joiner's work completed, and nearly all the materials are purchased and on the ground.

8. *Tar and pitch house.*—On this building nothing has been done beyond the receiving a portion of the materials, and a small amount of labor in connection therewith.

9. *Repairs of all kinds.*—Most of the buildings at this yard being of recent construction, a small amount only has been expended under this head.

The amount expended during the year for all improvements and repairs, independent of those before mentioned as completed, is, for labor, $135,659 21, and for materials, $137,806 51, making an aggregate of $273,465 72.

There has been expended during the year on account of contingent the sum of $94,616 36.

An estimate is submitted for fiscal year ending 30th June, 1861, for the preservation of works and current repairs at this yard, amounting to $20,000.

SACKETT'S HARBOR.

The expenditures at this station during the past year have been for repairs of all kinds, and amount to $4,169 12.

An estimate is submitted for the fiscal year ending 30th June, 1861, for the preservation of works and for current repairs, amounting to $1,000.

HOSPITALS.

Boston.—For the necessary repairs of the hospital and its dependencies there has been expended during the past year the sum of $2,978 89.

For the annual repairs of the buildings and fences, there will be required during the fiscal year ending 30th June, 1861, the sum of $2,500.

New York.—The amount expended on the hospital and its dependencies for general repairs during the last year, is $4,556 35.

For the fiscal year ending 30th June, 1861, an estimate is submitted for repairs of hospital buildings and laboratory, amounting to $7,000.

Philadelphia Naval Asylum.—The amount expended at this institution during the past year, for general repairs of buildings, furniture, furnaces, grates, gas, water rent, and care of public grounds, is $6,264 67.

Estimates are submitted for the fiscal year ending 30th June, 1861, for improving cemetery, furniture, and repairs to same, house-cleaning, repairs of furniture, grates, and ranges, gas and water rent, and for repairs of all buildings and care of grounds, amounting to the sum of $5,150 00, and for the support of beneficiaries, $27,000, making an aggregate of $32,150.

Norfolk.—For completing surgeon's house, general repairs of hospital buildings, and care of public grounds, there has been expended during the past year, the sum of $17,692 75.

Estimates are submitted for the year ending 30th of June, 1861, for a porter's lodge, replacing galleries, and for general repairs of buildings, fences, &c., amounting to $18,270.

Pensacola.—The brick wall around the burial ground has been completed, and there has been expended upon this object during the past year the sum of $2,192 25.

The other objects of improvement which have been in progress are, draining and filling ponds, and general repairs of hospital and its dependencies, and upon these there has been expended during the year the sum of $12,311 91.

Estimates are submitted for the fiscal year ending 30th June, 1861, for draining and filling ponds, and for general repairs of buildings, amounting to $10,500.

MAGAZINES AND ORDNANCE WORKS.

Portsmouth, New Hampshire.—The foundations for the gun-carriage shop and storehouse have been laid, the walls constructed, and the building covered; the walls of the boiler room have been completed, the foundations for the engine laid, and a portion of the machinery received. The necessary repairs have been put upon the buildings belonging to this department, and the amount expended during the year upon all these objects is, for labor, $7,004 58, for materials, 12,705 68, making an aggregate of $19,710 26.

No appropriation under this head is asked for this yard for the next fiscal year.

Boston.—For the necessary repairs of the buildings &c., there has been expended during the past year the sum of $1,778 48.

For the annual repairs of magazine and wharf, and care of the grounds, there will be required during the fiscal year ending 30th June, 1861, $2,000.

New York.—The ordnance works which have been in progress during the past year are, machinery and fitting room in ordinance building, gun-sighting grounds, and general repairs. Upon these objects there has been expended during the year, the sum of $3,378 45.

For this station no appropriation is asked for the next year.

Philadelphia.—There has been expended at this station during the past year, for a railroad from wharf to magazine, a landing crane, a boat, and for incidental repairs to the buildings, the sum of $1,369 72.

There will be required for repairs of all kinds during the year ending 30th June, 1861, the sum of $600.

Washington.—The objects upon which expenditures have been made during the past year, are the erection of an additional gun furnace, extension of experimental battery, and general repairs of magazine building. The amount expended on these objects during the year is, for labor $3,039 85, and for materials $679 49, making an aggregate of $3,719 34.

An estimate of $4,000 is submitted for a renewal of the experimental battery, with one part inclosed or casemated against accident from guns of doubtful character.

Norfolk.—The works which have been in progress at this yard during the past year are, ordinance building, shot beds, gun skids, &c., sea-wall at Fort Norfolk, and repairs of all kinds. The amount expended upon these objects during the year is $70,880 38

Estimates are submitted for the fiscal year ending 30th June, 1861, for shot beds and gun skids, fitting additional storehouse at magazine, converting old coal-house at St. Helena into gun-carriage shed, fitting racks for arms and ordnance stores, and for general repairs of all ordnance buildings, amounting in the aggregate to $10,700.

Pensacola.—The amount expended during the past year for the repair of magazine is $197 75.

Estimates are submitted for the fiscal year ending 30th June, 1861, for the erection of a new powder magazine, and for repairing the old magazine, to be used as a shell-house, amounting to the sum of $48,694.

The present magazine, located very near the yard, is insufficient for the wants of the station, and requires extensive repairs. It is proposed to erect a new building more remote from the yard and town of Woolsey, and of larger dimensions, and to repair the old building for a shell-house. These improvements are deemed highly necessary.

Mare Island.—The new magazine at this station has been nearly completed during the past year, and is ready to receive the powder. The amount expended during the year is $9,522 15.

No appropriation is asked for the next fiscal year under this head.

DRY-DOCKS.

Proper and necessary repairs have been put upon the different stone dry-docks, and upon the floating-docks, basins, and railways, at the several navy-yards, and these structures are generally in a good condition of efficiency.

NAVAL ASYLUM.

This institution has been faithfully administered during the past year.

Some of the beneficiaries have manifested a spirit of insubordination, but the majority have generally deported themselves becomingly. Under the general license of leave to visit the city, many avail themselves of the occasion to abuse the privilege by becoming inebriated, or by smuggling liquor into the premises; some go off on debauches, and do not return until met by starvation or despair, when they apply for readmission; a few, impatient under the restraint of wholesome rules, after having received their outfit of clothes, abscond altogether, sometimes to become outcasts; while others, although in violation of the orders of the department, again ship into the naval service, and the result is that they are generally invalided and sent home at the expense of the government.

Old seamen pass through a life of privation and hardship, and they are subject to constant peril, exposure, and continuous night watchings. It is not, therefore, so surprising that when they come ashore they should indulge in some excesses. Their exposure creates a thirst for stimulants, and engenders morbid appetites, and hence their cravings for rum and tobacco. Their self-control is not sufficient to master these propensities, and occasional sprees are consequently indulged in. It becomes necessary, therefore, to impose temporary restrictions upon them, with the hope of reform. Many of the troubles arise on account of the location of the establishment, which affords so many facilities, because of its contiguity to a large city, to violate discipline and necessary rules.

The regulations for admission require a record service of twenty years in the navy and a certificate from a surgeon showing the applicant to be unable, from bodily infirmity, decrepitude, or age, to obtain a support by manual labor. After admission the inmates consider the asylum as a government hotel, free of charge; that they are not to perform labor in aid of their own support, but that they must be waited upon as guests, and treated with the most generous hospitality. The beneficiaries have a library, reading-room, smoking-quarters, and all proper comforts. As an incentive to good conduct, and an encouragement to their better natures, the most reliable of their number are selected as gate sentinels, and to perform patrol and other suitable duties, for which they are paid $2 per month. If any abuse their trusts they are displaced, and others assigned to these duties.

Cases of desertion sometimes occur, and those who cannot be kept under discipline are ejected from the institution. These, after be-

coming penitent, and promising future good conduct, are taken back on probation, and it sometimes happens that a beneficiary has been readmitted for the third time.

Some discipline is indispensable, and experience has shown that restraints and restrictions must be constantly exercised and rigidly enforced.

The governor is lenient, perhaps too much so, for the recusant members, but notwithstanding the complaints against him his course has been approved.

This institution has afforded a most comfortable home for the old sailors and marines who have become entitled to its privileges. No one would go further than myself in aiding this class of men in providing for their support. After mature reflection, and much experience, I now begin to doubt the expediency of continuing the asylum for their benefit, or whether the results thus far have been salutary, and promotive of their best interests.

In former reports I have expressed the opinion that the location of the naval asylum is not favorable for the objects intended. It is situated in a populous city, the grounds are quite limited, and necessarily have to be walled in to keep out intruders, and many of the beneficiaries will embrace every opportunity to drink to excess, and smuggle liquor within the premises to intoxicate others.

I am satisfied, therefore, that the sea-shore, or an island adjacent thereto would be more suitable for the asylum than where it is now located. It would be more remote from temptation, and the view of the ocean and vessels would afford the old sailor grateful recollections of his earlier life, and furnish opportunities of boating, fishing, &c., besides contributing to the healthful employment of body and recreation of mind.

Some of the sailors who are entitled to the privileges of the asylum by virtue of long service, &c., do not avail themselves of them because of the necessary and painful separation from their families.

Viewing the whole subject, then, in all its bearings, I have come to the conclusion that a yearly stipend, graduated upon the condition of decrepitude, in amount not to exceed three fourths of the pay of the grade in which they last served, to be allowed, upon record-evidence of at least twenty years' service in the navy, and a certificate from a a surgeon that the applicant is permanently disabled from making his livelihood by manual labor, is much the most economical plan for the government, and would be most satisfactory to the beneficiaries generally. Or, if this plan be not adopted, then I recommend that the present site and improvements be disposed of, the proceeds to be appropriated to the purchase of a more suitable location, as before indicated.

There is still another plan which might be adopted—certainly cheaper and equally beneficial—viz: to allow all who may so elect a yearly stipend, with the privilege to reside with their friends or families, and distribute the remainder among the several naval hospitals, which are all in proper condition to receive them, and will afford excellent accommodations for their care and comfort. The additional outlay of expense at the hospitals for the accommodation of these pen-

sioners would not be materially increased, the principal items being only for food and clothing.

In case the asylum remains at its present location, it will become necessary to enlarge it for the accommodation of all who are entitled to its privileges. The building is now nearly full, and I shall have to ask for an appropriation to make the requisite additions, unless it should be decided to remove the site to the sea-shore.

The number of inmates in the asylum, including officers and attendants, is one hundred and eighty-two. Twenty-four have been granted permits, and ten have died during the past year.

The expenses for the fiscal year ending June 30, 1859, were as follows, viz:

Subsistence	$11,862 12
Clothing, tobacco, &c	6,961 90
Miscellaneous items	4,357 35
Officers and attendants	15,442 00
Total	38,623 37

TIMBER AGENCIES.

The operations of the timber agents during the past year have been successfully conducted, and a proper economy enforced.

The general aim has been to protect the reserved timber lands from depredation rather than enlarge the quantity of reservations; and consequently but few trespasses have been committed. This fact is due to the faithful vigilance and stringent preventive measures enforced by the agents.

There is, however, a difficulty in the way of a complete enforcement of preventive measures against trespassers, and it is found in the decisions of the courts and juries. In illustration upon this point, I cite from a report lately made to this bureau, showing the *status* of suits *vs.* depredators, which states that where the parties plead "*guilty*," the jury only awarded the nominal damage of "*one cent*" in each case, as the value of the timber. The *wanton intent* to defraud the government, the amount of timber spoliated upon, nor its comparative value in money, not being considered sufficient reasons to vary from a nominal verdict of "one cent."

It is difficult for the government to procure the conviction of trespassers, on account of the sympathies of juries; and if convicted, the damages, in the nature of circumstances, can only be nominal. Much expense is incurred in procuring convicting proof, such as surveys of the lands trespassed upon, summoning witnesses, attendance at court, &c. In order, therefore, to avoid expense in fruitless prosecutions against those who depredate upon the public lands, the agents will be empowered to seize the timber and demand compensation for its value; and if payment is refused, then to sell it at public auction, for cash, to the highest bidder, and deposit the proceeds in the treasury; or ship it to the nearest navy-yard, where wanted, if considered most advisable. In cases where the timber has been taken away before the

discovery of the trespass, the only recourse will then be to the courts of law for redress.

The plenary act of February 23, 1822, contemplates the most summary proceedings against trespassers, and the most stringent measures of protection and preservation must be resorted to in order to save these valuable interests from waste and general spoliation.

Indeed, the importance of the subject cannot be too highly estimated. The southern States, especially Florida, afford the only nursery to the government for a sufficient supply of live-oak and other suitable timber for naval purposes. The demands of foreign and domestic commerce are fast consuming the best qualities of this class of ship material, accessible to market, which can be procured from private sources; and as the supply from this source diminishes, recourse will be had to the government reservations to gratify the cupidity of speculation and advance the interests of private gain.

It is therefore essential that the most vigorous means should be constantly employed to prevent depredations upon the reserved naval lands, and to exact proper compensation for a trespass when committed; and it is confidently believed that the system now established and in operation through the present corps of timber agents will effectually secure this desirable object.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH SMITH.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Y. & D.—A.

General estimate from the Bureau of Yards and Docks, for the fiscal year ending 30th June, 1861, in addition to the balances remaining unexpended July 1, 1860.

Objects.	Estimated for the year ending 30th June, 1861.	Estimated for the year ending 30th June, 1860.
1. For the pay of commission, warrant, and petty officers, (see paper Y. and D. No. 4)	$262,774	$284,038
2. For the pay of superintendents, naval constructors, and all the civil establishments at the several yards and stations, (see Y. and D. No. 4)	148,604	152,454
3. For necessary repairs at yards and stations, (see Y and D. No. 5)	121,060	2,001,827
4. For hospital buildings and their dependencies, including the Naval Asylum, (see Y. and D. No. 6)	70,420	153,935
5. For ordnance works, magazine, and their dependencies, (see Y and D No. 7)	65,994	203,457
6. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: For the freight and transportation of materials and stores for yards and docks; for printing and stationery; for books, maps, models, and drawings; for the purchase and repair of fire engines; for machinery of every description, and the patent right to use the same; for the repair of steam engines and attendance on the same in the navy yards; for docking vessels; for the purchase and maintenance of horses and oxen and driving teams; for carts, timber, wheels, and workmen's tools of every description, and repairing the same; for postage of letters on public service; for furniture for government houses; for coals and other fuel; for candles and oil for use of navy-yards and stations; for cleaning and clearing up yards; for flags, awnings, and packing-boxes; for watchmen, and for incidental labor at navy-yards not applicable to any other appropriation	478,000	478,000
Total	1,146,792	3,273,711

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 1.

Estimate of the amount required for the support of the Bureau of Yards and Docks, for the fiscal year ending June 30, 1861.

For salary of the chief of the bureau, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 3, page 579..... $3,500

For salary of chief clerk, fourth class, per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, pages 210..... 1,800

For salaries of five clerks, including draughtsman, (four of second class, one of first class,) per act of March 3, 1853, Statutes at Large, pamphlet edition, chap. 97, section 3, page 210; and act of April 22, 1854, Statutes at Large, pamphlet edition, chap. 52, section 1, page 276.....	$6,800
For salary of messenger, per act of August 31, 1842, Statutes at Large, vol. 5, chap. 286, section 6, page 580; act of April 22, 1854, pamphlet edition Statutes at Large, chap. 52, section 2, page 276; act of August 4, 1854, pamphlet edition Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18, August 18, 1856, pamphlet edition Statutes at Large, page 145.....	840
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of August 4, 1854, pamphlet edition Statutes at Large, chap. 242, section 6, page 572; and joint resolution No. 18, of August 18, 1856, pamphlet edition Statutes at Large, page 145.....	1,200
	14,140
Appropriated for the year ending June 30, 1860.....	$14,140

Contingent Expenses.

For stationery, books, plans, drawings, and incidental labor...	$800
Appropriated for the year ending June 30, 1860.....	800

JOSEPH SMITH.

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 2.

Estimate of the pay of the officers attached to the recruiting stations for the year ending June 30, 1861, *if no alteration is made in the number of stations.*

Rank.	Boston.	New York.	Philadelphia.	Baltimore.	Norfolk.	New Orleans.	Total.	Aggregate.
Commanders	1	1	1	1	1	1	6	$12,600
Lieutenants	1	1	1	1	1	1	6	9,000
Surgeons	1	1	1	1	1	1	6	10,500
	3	3	3	3	3	3	18	32,100

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 3.

Estimate of the pay of officers and others at navy-yards and stations, for the year ending June 30, 1861.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,000 00	
2	Lieutenants, $1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant, when performing the duties of clerk also, (act March 31, 1852)	750 00	
1	Steward, (surgeon's)	480 00	
			$18,930 00
	ORDINARY.		
12	Seamen, $180 each	2,160 00	
6	Ordinary seamen, $144 each	864 00	
			3,024 00
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer	1,800 00	
1	Draughtsman to engineer	900 00	
1	Superintendent of floating-dock	1,000 00	
1	Foreman and inspector of timber	150 00	
1	Clerk of the yard	900 00	
1	Clerk to the commandant	900 00	
1	Clerk to the storekeeper	900 00	
1	Clerk to the naval constructor	800 00	
1	Porter	456 00	
			12,806 00
	Total		34,760 00

Y. & D. No. 3—Continued.

BOSTON.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, $1,500 each	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to the purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			$20,860 00
	HOSPITAL.		
1	Surgeon	2,000 00	
1	Assistant surgeon	1,150 00	
1	Steward	480 00	
1	Matron	204 00	
2	Nurses, each $180	360 00	
1	Cook	204 00	
1	Washer	144 00	
3	Watchmen, each $240	720 00	
			5,262 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,000 00	
1	Assistant engineer	1,200 00	
1	Draughtsman to engineer	900 00	
1	Master machinist and steam engineer	2,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to the commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to the storekeeper	900 00	
1	Clerk to inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			18,916 00
	Total		45,038 00

NOTE.—The surgeon of the yard will attend to the marines also.

Y. & D. No. 3—Continued.

NEW YORK.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
3	Lieutenants, each $1,500	4,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to the purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			$22,360 00
	HOSPITAL.		
1	Surgeon	2,250 00	
2	Assistant surgeons, each $1,150	2,300 00	
1	Hospital steward	480 00	
1	Matron	204 00	
4	Nurses, at $180 each	720 00	
2	Washers, at $144 each	288 00	
2	Cooks, at $168 each	336 00	
1	House-cleaner	144 00	
1	Messenger	144 00	
1	Gate-keeper	360 00	
1	Gardener	276 00	
1	Porter	180 00	
2	Watchmen, each $240	480 00	
1	Engineer for steam-pump	480 00	
			8,642 00
	LABORATORY.		
1	Surgeon, director of laboratory	2,250 00	
1	Assistant surgeon	1,150 00	
1	Laborer	360 00	
1	Engineer	600 00	
1	Fireman	300 00	
			4,660 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Assistant engineer and superintendent of dry-dock	1,500 00	
1	Draughtsman to engineer	900 00	
1	Inspector and measurer of timber	1,050 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk to the inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			17,716 00
	Total		53,378 00

NOTE.—The surgeon of the yard will attend the marines also.

Y. & D. No. 3—Continued.

PHILADELPHIA.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,000 00	
1	Chaplain	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Sailmaker	700 00	
1	Purser's assistant when performing the duties of clerk also	750 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			$19,410 00
	HOSPITAL.		
1	Surgeon	2,250 00	
1	Passed assistant surgeon	1,150 00	
1	Steward, (surgeon's)	480 00	
1	Cook	156 00	
2	Nurses, each $180	360 00	
2	Washers, each $108	216 00	
			4,612 00
	NAVAL ASYLUM.		
1	Captain	3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Chaplain	1,500 00	
1	Secretary	900 00	
1	Carpenter	800 00	
1	Steward to the asylum	480 00	
1	Purser's assistant	750 00	
1	Matron	204 00	
6	Washers, each $108	648 00	
1	Cook	168 00	
2	Assistant cooks, one at $120 and one at $96	216 00	
6	Laundresses, at $108 each	648 00	
8	Scrubbers and house-cleaners, each $96	768 00	
4	Laborers, each $180	720 00	
1	Master-at-arms	300 00	
1	Ship's corporal	240 00	
			$15,442 00
	CIVIL.		
1	Storekeeper	1,500 00	
1	Naval constructor	2,600 00	
1	Superintendent of floating-dock and machinery	1,000 00	
1	Measurer and inspector of timber	1,050 00	
1	Clerk of the yard	900 00	
1	Clerk to the commandant	900 00	
1	Clerk to the storekeeper	900 00	
1	Clerk (2d) to the storekeeper	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			10,856 00
	Total		50,320 00

NOTE.—The surgeon of the yard is to attend the marines also.

Y. & D. No. 3—Continued.

WASHINGTON.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
1	Lieutenant	1,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
1	Boatswain	700 00	
1	Gunner	700 00	
1	Carpenter	700 00	
1	Purser's assistant, when performing the duties of clerk also.	*900 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			$17,860 00
	ORDINARY.		
10	Ordinary seamen, each $120	1,200 00	
			1,200 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Civil engineer	3,000 00	
1	Draughtsman	900 00	
1	Measurer and inspector of timber	900 00	
1	Clerk of the yard	*1,440 00	
1	Clerk to the commandant	*1,440 00	
1	Clerk (2d) to the commandant	*1,152 00	
1	Clerk to the storekeeper	*1,440 00	
1	Clerk (2d) to the storekeeper	*1,080 00	
1	Steam engineer and machinist	2,000 00	
1	Master tank and camboose maker	1,250 00	
1	Master chain-cable and anchor maker	1,250 00	
1	Pyrotechnist	1,500 00	
1	Messenger	*840 00	
1	Keeper of the magazine	480 00	
1	Porter	456 00	
			20,828 00
	Total		39,888 00
	NOTE.—The surgeon of the yard will attend to the marines also.		

*The estimates for the clerks and messenger of the Washington navy-yard is based upon the act of June 12, 1858, which allows an increase of twenty per cent. upon former salaries.

Y. & D. No. 3—Continued.

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
3	Lieutenants, $1,500 each	4,500 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
2	Boatswains, $800 each	1,600 00	
2	Gunners, $800 each	1,600 00	
2	Carpenters, $800 each	1,600 00	
1	Sailmaker	800 00	
1	Gunner, keeper of magazine	800 00	
1	Clerk to purser	500 00	
1	Steward, (purser's)	480 00	
1	Steward, (surgeon's)	480 00	
			$24,760 00
	HOSPITAL.		
1	Surgeon	2,000 00	
1	Passed assistant surgeon	1,150 00	
1	Assistant surgeon	950 00	
1	Steward	480 00	
1	Matron	204 00	
1	Gardener	276 00	
3	Nurses, $180 each	540 00	
2	Cooks, $168 each	336 00	
2	Washers, $144 each	288 00	
4	Boatmen, $168 each	672 00	
1	Boy	144 00	
			7,040 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	2,500 00	
1	Assistant engineer	1,200 00	
1	Draughtsman to engineer	900 00	
1	Inspector and measurer of timber	1,200 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk to inspector of provisions and clothing	750 00	
1	Clerk to naval constructor	800 00	
1	Porter	456 00	
			17,566 00
	Total		49,366 00

NOTE.—The surgeon of the yard will attend to the marines also.

Y. & D. No. 3—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander	2,100 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	1,800 00	
1	Purser	2,500 00	
1	Chaplain	1,500 00	
1	Boatswain	800 00	
1	Gunner	800 00	
1	Carpenter	800 00	
1	Sailmaker	800 00	
1	Purser's assistant when performing the duties of clerk also.	750 00	
1	Steward, (pursers)	480 00	
1	Steward, (surgeons)	480 00	
			$20,310 00
	ORDINARY.		
1	Lieutenant	1,500 00	
1	Carpenter's mate	228 00	
2	Boatswain's mates, each $228	456 00	
1	Cook	228 00	
10	Seamen, each $180	1,800 00	
40	Ordinary seamen, each $144	5,760 00	
			9,972 00
	HOSPITAL.		
1	Surgeon	2,250 00	
2	Assistant surgeons, each $950	1,900 00	
1	Steward	480 00	
1	Matron	250 00	
3	Nurses, each $180	540 00	
2	Cooks, each $168	336 00	
3	Washers, each $144	432 00	
1	Carter	144 00	
1	Messenger	168 00	
3	Watchmen, each $360	1,080 00	
			7,580 00
	CIVIL.		
1	Storekeeper	1,700 00	
1	Naval constructor	2,600 00	
1	Civil engineer	3,000 00	
1	Assistant engineer and draughtsman	1,200 00	
1	Measurer and inspector of timber	900 00	
1	Superintendent of floating-dock and machinery	1,000 00	
1	Clerk of the yard	1,200 00	
1	Clerk to the commandant	1,200 00	
1	Clerk (2d) to commandant	960 00	
1	Clerk to the storekeeper	1,200 00	
1	Clerk (2d) to storekeeper	900 00	
1	Clerk (3d) to storekeeper	750 00	
1	Porter	456 00	
			17,066 00
	Total		54,928 00

NOTE.—The surgeon of the yard is to attend the marines near the yard.

Y. & D. No. 3—Continued.

MARE ISLAND.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Captain	$3,500 00	
1	Commander, (act 5th August, 1854)	3,500 00	
2	Lieutenants, each $1,500	3,000 00	
1	Master	1,000 00	
1	Surgeon	2,000 00	
1	Steward, (surgeon's)	750 00	
			$13,750 00
	CIVIL.		
1	Navy agent to do the duty of purser also	4,000 00	
1	Storekeeper	2,500 00	
1	Naval constructor	2,600 00	
1	Civil engineer	4,000 00	
1	Assistant engineer and draughtsman	2,500 00	
1	Superintendent of floating-dock	2,000 00	
1	Clerk to navy agent to do duty as clerk of yard also	3,000 00	
1	Clerk to navy agent	2,500 00	
1	Clerk to commandant	900 00	
1	Clerk to storekeeper	900 00	
6	Watchmen, $1,200 each	7,200 00	
1	Porter	750 00	
			32,850 00
	Total		46,600 00
	NOTE.—At this yard the commander, or executive officer, receives by law the same pay as the commandant of the yard and station.		

SACKETT'S HARBOR.

	NAVAL.		
1	Captain	$3,500 00	
1	Lieutenant	1,500 00	
	Total		$5,000 00

RECAPITULATION.

	Naval.	Ordinary.	Hospital.	Asylum.	Laboratory.	Civil.	Aggregate.
Portsmouth, N. H.	$18,930	$3,024				$12,806	$34,760
Boston	20,860		$5,262			18,916	45,038
New York	22,360		8,642		$4,660	17,716	53,378
Philadelphia	19,410		4,612	$15,442		10,856	50,320
Washington	17,860	1,200				20,828	39,888
Norfolk	24,760		7,040			17,566	49,366
Pensacola	20,310	9,972	7,580			17,066	54,928
Mare Island	13,750					32,850	46,600
Sackett's Harbor	5,000						5,000
Total	163,240	14,196	33,136	15,442	4,660	148,604	379,278

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 4.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks, marked Y. & D. A, for the year ending June 30, 1861.

FIRST ITEM IN GENERAL ESTIMATE A.

For recruiting stations	$32,100
For naval branch at yards and stations	163,240
For hospital branch at yards and stations, including the naval asylum at Philadelphia, and the laboratory at New York	53,238
For ordinary branch at yards and stations	14,196
	262,774

SECOND ITEM IN GENERAL ESTIMATE A.

For the civil branch at all the yards and stations	$148,604

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 5.

Estimate of the amount that will be required for the preservation of works and for the current repairs at the several navy-yards, for the fiscal year ending June 30, 1861.

At Portsmouth, New Hampshire	$10,000
At Boston	15,000
At New York	20,000
At Philadelphia	15,000
At Washington	10,000
At Norfolk	20,000
At Pensacola	10,000
At Mare Island	20,000
At Sackett's Harbor	1,000
	121,000

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 6.

Estimate of the amount that will be required towards the construction and completion of works, and for the current repairs of the several Naval Hospitals, for the year ending June 30, 1861.

BOSTON.

For repairs of hospital	$2,500

NEW YORK.

For repairs of hospital buildings and laboratory	$7,000

PHILADELPHIA ASYLUM.

For improving cemetery	$550
For sky-lights to main building	600
For furniture, and repairs of same	500
For house cleaning and whitewashing	300
For repairs to furnaces, grates, and ranges	200
For gas and water rent	1,000
For repairs of all kinds	2,000
	5,150
For support of beneficiaries at Naval Asylum	27,000
	32,150

NORFOLK.

For porter's lodge	$1,000
For replacing wooden galleries	11,000
For repairs of hospital	6,270
	18,270

PENSACOLA.

For draining and filling ponds	$3,000
For repairs of hospital buildings and dependencies	7,500
	10,500

RECAPITULATION.

For Boston	$2,500
For New York	7,000
For Philadelphia, (Asylum)	32,150
For Norfolk	18,270
For Pensacola	10,500
Total	70,420

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

Y. & D. No. 7.

Estimate of the amount that will be required towards the construction and completion of ordnance works, and for current repairs at the several naval magazines, for the year ending June 30, 1861.

BOSTON.

For repairs of all kinds	$2,000

PHILADELPHIA.

For repairs of all kinds	$600

WASHINGTON.

For the renewal of experimental battery, with one part enclosed, or casemated, to guard against accidents from guns of doubtful character	$4,000

NORFOLK.

For shot beds and gun skids	$2,500
For fitting up additional storehouse at magazine	2,500
For converting coal-house at St. Helena into gun-carriage shed	1,500
For fitting racks for arms and stores	1,200
For repairs of magazine buildings	3,000
	10,700

PENSACOLA.

For a new powder magazine	$47,562
repairs of old magazine, to be used as a shell-house	1,132
	48,694

RECAPITULATION.

For Boston	$2,000
For Philadelphia	600
For Washington	4,000
For Norfolk	10,700
For Pensacola	48,694
	65,994

BUREAU OF YARDS AND DOCKS, *October* 1, 1859.

No. 3.

Abstract or compendium of annual report from the Bureau of Ordnance and Hydrography, dated October 4, 1859.

Forwards estimates for ordnance; for hydrographical purposes and United States Naval Observatory; for the Naval Academy, and Nautical Almanac.

Reduction in estimate for ordnance purposes explained.

Buildings for preservation of ordnance stores and magazines, small amounts required to keep in order, &c.

Casting and fitting of shells for heavy guns, relating to.

Reports from squadrons and single ships exhibit proficiency in target practice, and in the preparation of ships for battle.

Necessity of a larger supply of saltpeter, and recommends an annual appropriation for same.

Explains decrease in estimates from United States Naval Observatory and Hydrographical office, additional force required in astronomical department.

Reports of superintendent of Naval Academy and board of examiners are of the most satisfactory character.

Commander of practice-ship reports great interest and zeal on the part of acting midshipmen. Screw steamer recommended for a practice-ship.

Small amount needed early for Nautical Almanac, &c.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

SIR: I have the honor to forward, herewith, estimates of the amounts supposed to be necessary to meet the expenditures required for the fiscal year ending June 30, 1861, for ordnance, and other articles connected with the armament of the navy; for hydrographical purposes and other objects under the immediate direction of the superintendent of the United States Naval Observatory and Hydrographical Office, for the Naval Academy, and for the Nautical Almanac.

The estimates for ordnance purposes are less than those for the previous year. This reduction is made in consequence of the completion of contracts for the heavy guns of Commander Dahlgren's pattern, which were ordered for the new steamers. These guns are all finished, and are being placed on board the vessels; but one of the steamers (the Wyoming) has made a trial trip, and the report from her commander, as far as he has been able to judge of her capacity to bear this heavy armament, is perfectly satisfactory.

A small amount is required to keep in order the magazines and buildings for ordnance purposes, as they have been nearly all completed. Estimates for this purpose have been furnished to the Bureau of Yards and Docks.

The casting and fitting of shells for the heavy guns still continues at the navy-yard, Washington, under the superintendence of the officer in charge of the ordnance department. They are found to be of the best and most reliable quality.

The reports from the commanders of squadrons and single ships give much satisfaction, and show an attention in the preparation of ships for battle, and increased proficiency in target practice highly creditable to the officers and men.

I deem it my duty again to call your attention to the necessity of having a larger supply of saltpeter. The 350,000 pounds on hand is a very limited supply to meet an emergency, and as it can only be obtained from abroad, it would be the part of wisdom to increase the quantity to at least three millions of pounds, as it does not deteriorate by keeping. I would respectfully recommend an annual appropriation of ten thousand dollars for the gradual increase of this very necessary article for the purposes of the navy.

The letter of the superintendent of the United States Naval Observatory and Hydrographical Office shows a decrease in the estimates for that branch of the service. The amount has been further reduced, as there is a large surplus from former appropriations, which will be sufficient, with the force employed, for the printing and publishing astronomical observations, sailing directions, and wind and current charts. The superintendent again earnestly recommends that a larger force be employed at the observatory, particularly in the astronomical department, and refers to his recommendations of March 3 and August 5, 1858.

The reports of the superintendent of the Naval Academy and board of examiners, who attended the last annual examination at that institution, are of the most satisfactory character; and the improvements recommended will enable the students to graduate with all the knowledge necessary to make them efficient and valuable officers.

The report from the commander of the practice-ship during the last summer's cruise shows the great interest and zeal of the acting midshipmen in qualifying themselves for the duties of seamen and navigators. I would again recommend a screw steamer in place of the sailing vessel now used for a practice-ship, as it is of paramount importance that the students should be practically acquainted with the marine engine, now being placed in nearly all of our cruising vessels.

The appropriation for the Nautical Almanac for the year ending June 30, 1860, having failed to pass at the last session, in consequence of the omission of the amount in the naval appropriation bill, when it was sent from the House of Representatives to the Senate, and there being only a sufficient sum on hand to meet expenditures under that head to the 1st of January next, a small amount will be required early in the session to conduct the work until the annual appropriation is made for the next fiscal year.

I have the honor to be, very respectfully, your obedient servant,

D. N. INGRAHAM,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Estimate of appropriations under the cognizance of the Bureau of Ordnance and Hydrography, Navy Department, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.*	Appropriations for the fiscal year ending June 30, 1860.
For pay and contingent expenses of the bureau	$13,090 00	.....	$13,090 00
For pay of the navy	204,286 58	.....	153,541 00
For ordnance and ordnance stores	338,000 00	.....	563,000 00
For the purchase of nautical instruments	25,000 00	.....	25,000 00
For printing and publishing Sailing Directions	.....	.....	7,000 00
For publication of Wind and Current Charts	.....	.....	15,000 00
For contingent expenses and wages at the United States Naval Observatory (and erection of hose house)	9,000 00	.....	6,000 00
For Naval Academy	57,096 00	.....	50,000 00
For Nautical Almanac	25,880 00	.....	.....
Total	672,352 58	.....	832,631 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 4, 1859.

* There will be no "balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year."

Summary of the estimates from the Bureau of Ordnance and Hydrography, for the fiscal year ending June 30, 1861.

For what objects.	Amount estimated for year ending June 30, 1861.	Amount appropriated for year ending June 30, 1860.
A. For pay and contingent expenses of the bureau	$13,090 00	$13,090 00
B. For pay of officers on ordnance duty	20,300 00	20,300 00
C. For ordnance and ordnance stores	338,000 00	448,000 00
Special, for arming seven steam screw sloops-of-war		115,000 00
F. For the purchase of articles and incidental expenses connected with the Naval Observatory and Hydrographical Office	34,000 00	53,000 00
G. For the pay of superintendent and officers on duty at the Naval Observatory and Hydrographical office	31,000 00	31,000 00
H. For the erection, repair, &c., of buildings, and for contingent expenses at the Naval Academy	57,096 00	50,000 00
I. For the pay of officers, &c., at the Naval Academy	152,986 58	102,241 00
J. For Nautical Almanac	25,880 00	
Total	672,352 58	832,631 00

D. Statement of value of stores on hand, and values received and expended, from July 1, 1858, to June 30, 1859.
E. Statement of amount and cost of labor from July 1, 1858, to June 30, 1859.
K. Statement of contracts for the year ending June 30, 1859.

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 4, 1859.

A.

Estimate of the amount required for the support of the Bureau of Ordnance and Hydrography, for the year ending June 30, 1861.

For salary of chief of the bureau, per act of August 31, 1842, vol. 5, section 3, page 579	$3,500
For salary one fourth-class clerk, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211	1,800
For salary of four second-class clerks, including draughtsman, per act of March 3, 1853, pamphlet edition of Laws, section 3, page 211; and act of April 22, 1854, pamphlet edition, page 276	5,600
For salary of messenger, per act of August 31, 1842, vol. 5, section 6, page 580; and act of April 22 and August 4, 1854, pamphlet edition of Laws; and joint resolution of August 18, 1856	840
For wages of one laborer, per joint resolution of August 18, 1856, pamphlet edition of Laws, page 145	600
	12,340
Appropriated for year ending June 30, 1860	$12,340

Contingent Expenses.

For blank books, stationery, and for miscellaneous items.....	$750
Appropriated for year ending June 30, 1860.....	$750

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

B.

Estimate of pay required for officers proposed to be employed on ordnance duty, for the year ending June 30, 1861.

One captain, as inspector.....	$2,800
One commander, as assistant inspector, charged with experiments in gunnery at the Washington navy-yard.....	2,500
Ten lieutenants, as assistant inspectors, at $1,500.....	15,000
	20,300
Amount appropriated for the year ending June 30, 1850.....	$20,300

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

C.

Estimate of the amounts that will probably be required for ordnance and ordnance stores, for labor, and for contingent expenses, for the year ending June 30, 1861.

For cannon.....	$30,000
For gun-carriages, rope, blocks, &c.....	30,000
For shells, and for fitting the same for service.....	50,000
For boat and field guns.....	17,500
For purchase of laboratory stores and making powder tanks...	60,000
For purchase of gunpowder.....	60,000
For labor at yards, besides that included above in cost of articles.....	70,000
For freight and transportation, printing, and contingent expenses of all kinds, for ordnance purposes.....	20,500
	338,000
Amount appropriated for year ending June 30, 1860.....	$563,000

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

D.

Statement of cost, or estimated value, of stores on hand at the several navy-yards July 1, 1858; of articles received and expended from June 30, 1858, to June 30, 1859; and of those remaining on hand July 1, 1859, which are under the direction of the Bureau of Ordnance and Hydrography.

Navy-yards.	On hand July 1, 1858.	Receipts.	Expenditures.	On hand July 1, 1859.
Portsmouth	$203,246 04	$70,346 78	$37,784 25	$235,808 57
Boston	565,285 94	219,572 37	242,682 08	542,176 23
New York	630,527 15	480,234 94	375,604 69	735,157 40
Philadelphia	41,001 76	67,812 44	52,184 94	56,629 26
Washington	154,016 45	255,990 87	235,543 10	174,464 22
Norfolk	540,462 70	129,561 41	121,226 03	548,798 08
Pensacola	104,943 07½	4,126 32	6,235 08	102,834 31½
*Mare Island	.....	.....	.....	.....
On the lakes	38,746 48	.....	.....	38,746 48
Total	2,278,229 59½	1,227,645 13	1,071,260 17	2,434,614 55½

*No returns from Mare Island.

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 4, 1859.

E.

Statement of the number of days' labor, and cost thereof, from July 1, 1858, to July 1, 1859, at the respective navy-yards, chargeable to the Bureau of Ordnance and Hydrography.

Navy-yards.	No. of days' labor.	Cost of labor.	Average per day.
Portsmouth	8,906	$17,045 40	$1 91
Boston	12,134	20,833 12	1 72
New York	9,161¾	13,441 95	1 47
Philadelphia	5,166½	10,056 67	1 94
Washington	51,734½	89,977 97	1 73
Norfolk	17,224	32,319 58	1 87
Pensacola	165	318 43	1 91
Mare Island	174½	499 95	2 87
Total	104,666¼	184,493 07	1 76

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 4, 1859.

OBSERVATORY, WASHINGTON,
August 30, 1859.

SIR: In obedience to your order of the 10th instant, I have the honor to submit herewith estimates, marked F and G, for the support of this office for the year ending June 30, 1861.

Last year the first item (charts and instruments) was increased $5,000, owing to the increased number of vessels in service. This increase of vessels has gone ahead of estimates, making it necessary to ask for a larger amount to supply the navy with requisite charts and instruments than has been required for many years.

On the other hand, the unexpended balances for the publication of hydrographical surveys, astronomical observations, wind and current charts, &c., enable me to reduce the estimates in the aggregate for these items $14,000.

The Potomac water has been introduced into the grounds. None of the buildings are fire-proof. For the safe-keeping and preservation of the hose, in case of fire, a separate building is necessary, for there is no place, except in the buildings themselves, where it can find shelter; and, if it were placed there, it probably could not, in case of fire, be reached. I have asked for an appropriation of $1,500 for a hose-house.

The buildings require painting, with some repairs, in addition to those of ordinary wear and tear, hence the estimate under the fourth item is a little larger than it was last year.

But, notwithstanding the increase under these items, you will perceive that the aggregate sum now asked for is less than the appropriations for the year current call for by $6,000.

These estimates are small, because the effective force employed is smaller than usual. I have here again to repeat what I have so often had occasion to mention concerning the insufficiency of the force employed here, and especially the astronomical part of it.

Superb instruments are lying idle, and exposed to injury from dust and rust, for the want of observers; and back work has accumulated for the want of computers. Professors of mathematics are the only navy officers that experience has shown it wise to employ on such duty; and this force has dwindled down from seven to three. Those who were formerly here are either so broken down in health as to be unable for work, or other duty has been assigned them.

I again renew my recommendations of March 3 and August 5, 1858, with regard to increasing the efficiency of this very useful corps.

I submit, also, estimates for the pay of officers and others who are actually employed at the observatory.

Respectfully, &c.,
M. F. MAURY, *Superintendent.*

Captain D. N. INGRAHAM,
Chief of the Bureau of Ordnance and Hydrography.

F.

Estimate of the amount required for the support of the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1861.

For the purchase of nautical instruments required for the use of the navy; for repairs of the same, and also of astronomical instruments; and for the purchase of nautical books, maps, and charts, and for backing and binding the same	$25,000 00
For models, drawings, and copying; for postage, freight, and transportation; for keeping grounds in order; for fuel and lights, and all other contingent expenses; and for the wages of persons employed at the United States Naval Observatory and Hydrographical Office, viz: one instrument maker, two watchmen, and one porter	7,500 00
For the erection of hose-house	1,500 00
	34,000 00
Amount appropriated for the year ending June 30, 1860	53,000 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

G.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Observatory and Hydrographical Office, for the fiscal year ending June 30, 1861, *chargeable to the appropriation for "pay of the navy."*

One commander, as superintendent	$3,000 00
Ten lieutenants, at $1,500 each	15,000 00
Six professors of mathematics	9,000 00
One assistant observer, (civil)	2,500 00
One clerk, (civil)	1,500 00
	31,000 00
Amount appropriated for year ending June 30, 1860	$31,000 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

H.

Estimate of the amount required for the erection and repairs of buildings, for improvement and preservation of the grounds, and for contingencies at the United States Naval Academy, for the year ending June 30, 1861.

For continuing and completing the removal of buildings from the center of the grounds, in accordance with a plan adopted by the bureau, and carried out in part...	$20,300 00
For excavating new cellars and filling old ones.....	1,000 00
For the repairs of steam and gas works, and for rearranging gas pipe to conform to new arrangements of quarters.....	2,000 00
For 760 feet of culvert for steam pipe at $3 per foot.....	2,280 00
For grading and paving.....	1,000 00
For a drain pipe for the new quarters.....	900 00
For erecting porticoes to chapel and observatory.....	900 00
For models of spars for instruction in seamanship.....	300 00
For repairs of all kinds.....	7,000 00
	35,680 00

For the wages of the following persons:

1 assistant librarian.....	$700 00
8 watchmen; 1 at $1 62½ per day, and 7 at $1 37½ per day each.....	4,116 00
1 messenger.....	312 00
1 attendant at recitation hall, at $18 per month.....	216 00
1 attendant at laboratory, at $18 per month.....	216 00
1 attendant at library, observatory, and chapel, at $18 per month.....	216 00
1 foreman to superintend gas and steam works, at $2 25 per day.....	821 25
2 attendants at gas apparatus, at $1 25 per day each.....	912 50
2 attendants at steam apparatus, at $1 25 per day each..	912 50
1 mechanic at workshop, at $1 75 per day.....	638 75
1 general laborer to keep public grounds in order.....	500 00
1 cartman to drive and attend horse and cart, at $1 per day.....	365 00
10 laborers to keep in order and attend students' quarters, and to assist in keeping the public grounds in order....	1,640 00
	11,566 00

Contingent expenses.

For materials for heating and lighting the establishment	$3,950 00
For the purchase of books for library	2,000 00
For stationery, blank-books, and forms	500 00
For furniture and fixtures for public buildings	2,000 00
For incidental expenses and repairs in the astronomical and philosophical departments	400 00
For all other incidental expenses	1,000 00
	9,850 00
Total amount required for the Naval Academy, for the year ending June 30, 1861	57,096 00
Amount appropriated for the year ending June 30, 1860..	$50,000 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

I.

Estimate of the amount required for the pay of officers and others proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1861, *chargeable to the appropriation for the "Pay of the Navy."*

1 superintendent, (captain)	$2,800 00
1 commandant of midshipmen, (commander)	2,500 00
5 assistants for commandant of midshipmen, to aid in instructing in seamanship, naval tactics, practical gunnery, and for police duties, (lieutenants)	7,500 00
1 surgeon	2,250 00
1 chaplain	1,500 00
1 professor of mathematics	1,500 00
1 " of astronomy and navigation	1,500 00
1 " of field artillery and infantry tactics	1,500 00
1 " of natural and experimental philosophy	1,500 00
1 " of ethics and English studies	1,500 00
1 " of the French language	1,500 00
1 " of the Spanish "	1,500 00
1 " of drawing and drafting	1,500 00
3 assistant professors of mathematics, (lieutenants)	4,500 00
3 " of English studies, (1 lieutenant and 2 civil)	3,050 00
1 assistant professor of natural philosophy	1,000 00
1 " of French	1,000 00
1 secretary	1,250 00

1 clerk to superintendent	$700 00
1 " to purser	500 00
300 acting midshipmen, as students	105,000 00
1 carpenter	795 58
1 teacher of the art of defense	700 00
1 gunner's mate	372 00
1 hospital steward	360 00
1 quarter gunner	312 00
1 coxswain, to attend boats	288 00
1 steward for acting midshipmen's mess	288 00
1 cook " " "	216 00
2 seamen, one to assist gunner's mate and the other to keep mechanics' time, for police duties, &c	576 00
1 ordinary seaman, to attend at hospital	193 00
1 master of the band	312 00
6 musicians of the first class	1,512 00
5 " " second class	1,080 00
1 drummer, 1 fifer } payable from appropriation for marine corps	432 00
Total	152,986 58
Amount appropriated for year ending June 30, 1860	102,241 00
Excess	50,745 58

Difference reconciled as follows:

Increase to one assistant to commandant of midshipmen—an older lieutenant ordered.	$450 00	
1 additional assistant in mathematical department	1,500 00	
Increase to one assistant in English department, lieutenant in place of master	50 00	
1 instructor in the art of defense	700 00	
1 carpenter	795 58	
135 additional acting midshipmen, at $350	47,250 00	
		$50,745 58

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

J.

Estimate of the amount required for the American Ephemeris and Nautical Almanac, for the fiscal year ending June 30, 1861.

For salaries of computers	$16,250 00
For purchase of paper, printing, &c., in order to publish in the year 1861 the Nautical Almanac required for the year 1864, and for occasional printing, stationery, books, binding, &c	3,630 00

For the new planets discovered since 1849	$3,000 00
For printing tables	1,000 00
For extra editions of volumes already published	800 00
Clerk	500 00
Contingents, including rent of office, servant hire, fuel, &c., &c	700 00
	25,880 00
The amount estimated for the year ending June 30, 1860, but no appropriation was made	$26,880 00

D. N. INGRAHAM,
Chief of the Bureau.

BUREAU OF ORDNANCE AND HYDROGRAPHY,
October 4, 1859.

K.

Statement of contracts entered into by the Bureau of Ordnance and Hydrography, during the year ending June 30, 1859.

Names of contractors.	Articles contracted for.	Place of delivery.	Date of contract.	Expiration of contract.	Price per pound.	Amount of contract.
Joseph R. Anderson	Nine-inch shell-guns	Philadelphia	July 3, 1858	Nov. 1, 1858	$0 07½	$13,965 25
Cyrus Alger & Co	do	Charlestown, Mass., and Gosport, Va	July 19, 1858	Jan. 1, 1859	7½	20,250 00
E. J. Du Pont de Nemours & Co	Cannon and musket-powder	Gosport magazine	July 28, 1858	Oct. 1, 1858	18	18,000 00
W. R. Swift, president, &c	do	Brooklyn magazine	Aug. 3, 1858	do	18	18,000 00
A. G. Hazard, president, &c	do	Charlestown magazine	Aug. 14, 1858	do	18	18,000 00
E. J. Du Pont de Nemours & Co	do	New York	Feb. 24, 1859	June 1, 1859	18	18,000 00

D. N. INGRAHAM, *Chief of the Bureau.*

BUREAU OF ORDNANCE AND HYDROGRAPHY, *October* 4, 1859.

No. 4.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION, &c.,
November 30, 1859.

SIR: I have the honor to transmit herewith two copies of the annual estimates called for by your letter of the 4th August, 1859, accompanied by a report, with an abstract of the same.

I am, respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION,
November 30, 1859.

SIR: In compliance with your instructions, it is respectfully submitted that, for the fiscal year ending the 30th of June, 1861, the sum of three millions one hundred and forty-eight thousand six hundred and eighty dollars will be required for the pay of officers and men, in order that the number authorized by law may be kept afloat.

For the repairs, equipment, and maintenance of the ships of the navy, which are building and afloat, the sum of two millions five hundred and twenty-three thousand dollars.

For fuel for the navy, with the transportation and other expenses thereon, the sum of eight hundred and forty thousand dollars.

For the purchase of hemp and cordage, the sum of three hundred thousand dollars.

The increase in the estimate of pay of officers and men arises from the increased number of officers employed afloat, and the large addition of engineers, firemen, coal heavers, &c., at high rates of pay, rendered necessary by the greater number of steam vessels, and more especially of the smaller classes, that will be kept in commission.

The appropriation for repairs, equipment, &c., is for the purchase of materials and stores, the execution of the work necessary to keep the ships of the navy afloat, in an efficient state, and to preserve those on the stocks.

The sailing vessels of the navy are from fifteen to thirty-five years old, and require a large expenditure to keep them in a proper condition. These vessels, at the time of their construction, were as formid able as any ships of the same class in foreign services, but they cannot now compete with the modern steamers of a much smaller class.

Of the sailing sloops-of-war, four of the smallest have been in service for twenty-one years, and cannot be made efficient ships-of-war without incurring great cost, which could be more advantageously expended in their transformation into steam vessels of small class and of light draft of water. These vessels are not of sufficient capacity to be used for permanent storeships on foreign stations, but some of the larger sailing sloops-of-war, which now require extensive repairs, could be

converted into storeships, which are much needed at several points. In order to keep the authorized number of men afloat, and to have proper relief for the ships of the several squadrons, these sloops-of-war must be kept in a seaworthy condition, and they cannot be set aside until more suitable vessels shall be provided to take their places.

The sailing frigates of the navy now afloat were commenced some thirty years ago, and the two that remained longest on the stocks were launched in 1856. There is much material in these ships that is valuable, while in place, but they cannot be repaired as frigates, to bear an armament equal to the steam frigates in our own or other services. Two of the ships of this class have been converted into heavily armed spar-deck sloops-of-war. The heavy guns which they can thus be made to carry, the greater comfort of the crew, and their ability to keep at sea for a longer time, compensate in a great measure for the disadvantages under which they labor in comparison with steam vessels; while a navy, composed of steam vessels, would be more efficient and more costly, still, in many instances, heavily armed sailing vessels can be usefully and economically employed.

On the list of the navy are eleven ships-of-the-line, of which four are on the stocks. The live-oak frames of those afloat are represented to be in good condition, and, like the frigates, there is much material which is valuable, while kept in place, but owing to the change which is progressing in our own and other navies in the armament, as well as the introduction of steam, these ships will never be used as sailing ships-of-the-line. They can, however, be converted into formidable auxiliary steamships by razeeing. The Pennsylvania could thus be converted into a steam frigate with a light spar-deck, and the Columbus into a spar-deck sloop. There is every reason to suppose that these ships would possess good nautical qualities, and the Columbus is known to have been a superior vessel in that respect.

The appropriation for the repairs and equipment of vessels was so much reduced by Congress for the present fiscal year that it has not admitted the usual contracts to be made for timber, and the constant repairs which ships afloat require will absorb the greater portion, if not all of the present supply, of oak, and a large portion of the pine. From this cause, the repairs of the succeeding year must be executed with green timber, and thus, in addition to the rapid decay attending steam vessels, will be added that arising from the use of unseasoned materials. Unless some store of timber is provided, from which the current wants can be supplied and new ships be built, the expense of maintaining the navy must be greater than would otherwise be necessary.

The appended list will show what vessels have been repaired, and have had work executed on them during the fiscal year ending June 30, 1859:

AT KITTERY, MAINE.

Frigates Constitution, Santee.
Sloops Portsmouth, Jamestown, Dale.
Steamers Franklin, Mohican.

BOSTON.

Sloops Constellation, Levant.
Steamers Roanoke, Colorado, Hartford, Narragansett, Pensacola, Seminole, Mohican.
Brig Dolphin.
Storeship Release.
Receiving-ship Ohio.

NEW YORK.

Frigate Sabine.
Razee sloop Savannah.
Sloops St. Louis, Falmouth.
Steamers Wabash, Niagara, San Jacinto, Susquehannah, Brooklyn, Iroquois, Harriet Lane, Wyandott, Mohawk, Sumpter, Mystic.
Storeships Relief, Release, Supply.
Receiving-ship North Carolina.

PHILADELPHIA.

Frigates Congress, St. Lawrence.
Steamers Lancaster, Richmond, Wyoming, Crusader, Pawnee, Anacostia.
Receiving-ship Princeton.

WASHINGTON.

Sloop Plymouth.
Steamers Fulton, Water Witch, Arctic, Anacostia.

GOSPORT, VIRGINIA.

Sloops Cyane, John Adams, Plymouth, Preble.
Steamers Richmond, Lancaster, Dacotah, Crusader, Fulton, Despatch, Water Witch.
Receiving-ship Pennsylvania.
Coast-survey ships Hetzel, Crawford.

WARRINGTON, FLORIDA.

Sloops Saratoga, Savannah.
Steamers Fulton, Despatch, Seminole, Pensacola, Metacomet, Arctic.
Coast-survey vessels Vixen, Walker.

MARE ISLAND, CALIFORNIA.

Sloops Vandalia, St. Mary's.
Steamers Saginaw, Massachusetts, John Hancock.
Storeship Warren.
Schooner Fenimore Cooper.
Light-house vessel Shubrick.

I have the honor to be, very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of Bureau.

Hon. ISAAC TOUCEY,
Secretary of Navy.

Abstract of report of Bureau of Construction.

Reason for increase of pay for officers and men.

Some of the sloops-of-war could be advantageously converted into steam vessels of a smaller class.

Sailing frigates into spar-deck sloops-of-war.

Ships-of-the-line into formidable auxiliary steam ships, by razeeing.

Propriety of providing a supply of material for repair.

A.

Estimate of the amount required for the expenditures of the Bureau of Construction, Equipment and Repair, for the fiscal year ending June 30, 1861.

For salary of chief of bureau, per act August 31, 1842, vol. 5, section 3, page 579, and act of March 3, 1855, vol. 10, page 675	$3,500 00
For salary of engineer-in-chief, per act of August 31, 1842, volume 5, section 4, page 577	3,000 00
For salary of chief clerk, (4th class,) per act March 3, 1853, vol. 10, page 210	1,800 00
For salary of seven clerks, (2d class,) per act March 3, 1853, vol. 10, page 210, and April 22, 1854, page 270	9,800 00
For salary of one clerk, (1st class,) per acts of March 3, 1853, and of April 22, 1854	1,200 00
For salary of one messenger, per acts of August, 31, 1842, vol. 5, section 6, page 580, and of April 22, 1854, and August 18, 1856	840 00
For salary of two laborers, one for the bureau, and one for the office of the engineer-in-chief, per act of August 18, 1856	1,200 00
	21,340 00
Contingent expenses.	
For blank-books, binding, stationery, and miscellaneous items	800 00
	22,140 00

B.

Estimate for pay of commission, warrant, and petty officers and seamen, including the Engineer Corps of the Navy, required for vessels proposed to be kept in commission, including receiving vessels, for the fiscal year ending June 30, 1861.

Appropriation for the fiscal year ending June 30, 1860....	$3,056,635
Estimate for the fiscal year ending June 30, 1861.....	3,148,680

NOTE.—The increase arises by the larger proportion of men at higher rates, and the great number of steam vessels, particularly those of a small class, that will be kept in commission.

C.

Estimate of the amount required for objects under the direction of this bureau, payable from the appropriation for construction, equipment, and repairs, for wear and tear of vessels in commission, including fuel for steamers and the purchase of hemp for the navy, for the fiscal year ending June 30, 1861.

Objects.	Appropriation for the fiscal year ending June 30, 1860.	Objects.	Estimate for the fiscal year ending June 30, 1861.
Construction, &c	$1,000,000	Construction, &c	$2,523,000
Fuel for the navy	600,000	Fuel for the navy	840,000
Purchase of hemp and other materials for the navy	300,000	Purchase of hemp and other materials for the navy	300,000
Payment of the charter or purchase of vessels for the Paraguay expedition	289,000		
Seven screw sloops and one side-wheel steamer	674,000		
	2,863,000		3,663,000

NOTE.—The difference between the present estimate and the amount appropriated for the fiscal year ending June 30, 1860, is occasioned by the reduction made by Congress from the estimate for that year.

D.

Estimate of the amount required for the expenditures under the head "enumerated contingent," for the fiscal year ending June 30, 1861.

Appropriation for the fiscal year ending June 30, 1860.....	$350,000
Estimate for the fiscal year ending June 30, 1861.....	350,000

Recapitulation of Estimates.

CIVIL.

Salaries.....	$21,340
Contingent.....	800

NAVY.

Pay of the navy.....	$3,148,680
Construction, equipment, &c.....	2,523,000
Fuel for the navy.....	840,000
Hemp and other materials for the navy.....	300,000
Contingent enumerated.....	350,000

Estimate of appropriations under the control of the Bureau of Construction, Equipment, &c., Navy Department, required for the service of the fiscal year ending Jnne 30, 1861.

Heads of appropriations.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimate of the balances of appropriations unexpended on the 30th of June, 1860, which may be applied to the service of the next fiscal year.*	Appropriations for the fiscal year ending June 30, 1860.
Civil and contingent expenses of the bureau	$22,140 00	.....	$22,140 00
Pay of the navy	3,148,680 00	.....	3,930,439 00
Construction, equipment, and repair	2,523,000 00	.....	1,000,000 00
Seven screw sloops and one side-wheel steamer	.....	.....	674,000 00
Fuel for the navy	840,000 00	.....	600,000 00
Contingent enumerated	350,000 00	.....	350,000 00
Purchase of hemp and other materials for the navy	300,000 00	.....	300,000 00

*It is believed there will be no balance of unexpended appropriations of June 30, 1860, that will apply to the service of the next fiscal year.

E.

Vessels in commission belonging to the navy, on October 1, 1859.

Name of vessel.	Guns.	Where built.	Date.	Sailed.	What station.
Ships-of-the-line.					
Pennsylvania	120	Philadelphia	1837		Receiving ship, Norfolk.
North Carolina	84	....do	1820		Do New York.
Ohio	84	New York	1820		Do Boston.
Frigates.					
Congress	50	Kittery	1841	Aug. 4, 1859	Brazil squadron.
Sabine	50	New York	1855	June 29, 1859	Home squadron.
Sloops-of-war.					
Savannah	24	New York, rebuilt	1856	Aug. 21, 1859	Home squadron.
Constellation	22	Gosport, rebuilt	1854	July 19, 1859	African squadron.
Macedonian	22	Gosport	1836	June 3, 1858	Mediterranean squadron.
Portsmouth	22	Kittery	1843	May 23, 1859	African squadron.
St. Mary's	22	Washington	1844	Oct. 14, 1853	Pacific squadron.
Jamestown	22	Gosport	1844	Sept. 23, 1858	Home squadron.
Germantown	22	Philadelphia	1846	Aug. 14, 1857	East India squadron.
Saratoga	20	Kittery	1842	May 13, 1859	Home squadron.
John Adams	20	Gosport, rebuilt	1831	June 1, 1859	East India squadron.
Vincennes	20	New York	1826	Nov. 20, 1857	African squadron.
Vandalia	20	Philadelphia	1828	Dec. 1, 1857	Pacific squadron.
St. Louis	20	Washington	1828	Jan. 17, 1859	Home squadron.
Cyane	20	Boston	1837	Sept. 20, 1858	Pacific squadron.
Levant	20	New York	1837	June 5, 1859	Do.
Marion	16	Boston	1839	April 6, 1858	African squadron.
Preble	16	Kittery	1839	June 4, 1859	Home squadron.
Plymouth		Boston	1843		School ship, Annapolis.

Brigs.					
Bainbridge	6	Boston	1842	May 18, 1858	African squadron.
Perry	6	Gosport	1843	Feb. 16, 1858	Brazil squadron.
Dolphin	4	New York	1836	Oct. 15, 1858	Do.
Schooner.					
Fenimore Cooper	3	Purchased	1852		Surveying in Pacific.
Storeships.					
Relief	2	Philadelphia	1836	Aug. 1, 1859	For Aspinwall.
Release	1	Purchased	1855	Aug. 26, 1859	Brazil squadron.
Supply	4	do	1846	Sept. 6, 1859	African squadron.
Permanent store and receiving ships.					
Independence		Boston	1814		Store and receiving ship, Mare Island.
Warren		do	1816		Coal ship, at Panama.
Princeton		Gosport, rebuilt	1851		Receiving ship, Philadelphia.
Alleghany		Pittsburg, Pennsylvania	1847		Do Baltimore.
Fredonia		Purchased	1846		Stationed at Valparaiso.
Steamers.					
Merrimack	40	Boston	1855	Oct. 17, 1857	Pacific squadron.
Roanoke	40	Gosport	1855	Sept. 2, 1858	Home squadron.
Wabash	40	Philadelphia	1855	June 1, 1858	Mediterranean squadron.
San Jacinto	13	New York	1850	July 23, 1859	African squadron.
Lancaster	18	Philadelphia	1858	June 8, 1859	Pacific squadron.
Brooklyn	14	New York	1858	Nov. 7, 1859	Home squadron.
Hartford	14	Boston	1858	June 20, 1859	East India squadron.
Mississippi	10	Philadelphia	1841	Aug. 19, 1857	Do.
Powhatan	9	Gosport	1850	Dec. 10, 1857	Pacific squadron.
Saranac	6	Kittery	1848	Oct. 9, 1857	Do.
Wyoming	6	Philadelphia	1858	Oct. 5, 1859	Do.
Mohican	6	Kittery	1858		African squadron.
Water Witch	1	Washington	1845	Nov. 22, 1859	Home squadron.
Michigan	1	Erie, Pennsylvania	1844		Lakes.
Mystic	5	Purchased	1859	Sept. 3, 1859	African squadron.

E—Continued.

Name of vessel.	Guns.	Where built.	Date.	Sailed.	What station.
Steamers—Continued.					
Sumpter	5	Purchased	1859	Sept. 3, 1859	African squadron.
Wyandott	5	do	1859	Nov. 11, 1859	Home squadron.
Mohawk	5	do	1859	Oct. 1, 1859	Do.
Crusader	8	do	1859	Oct. 7, 1859	Do.
Anacostia		do	1859		Transport.
Pulaski		do	1859	Dec. 23, 1858	Brazil squadron.
Narragansett		Boston	1858	Nov. 11, 1859	Do.

F.

Vessels in ordinary, repairing, equipping, &c.

Name of vessel.	Guns.	Where built.	Date.	Station.
Ships-of-the-line.				
Columbus	84	Washington	1819	Gosport.
Delaware	84	Gosport	1820	Gosport.
Vermont	84	Boston	1848	Boston.
Frigates.				
Constitution	50	Boston	1797	Kittery.
United States	50	Philadelphia	1797	Gosport.
Potomac	50	Washington	1821	New York.
Brandywine	50	Washington	1825	New York.
Columbia	50	Washington	1836	Gosport.
Raritan	50	Philadelphia	1843	Gosport.
St. Lawrence	50	Gosport	1847	Philadelphia.
Santee	50	Kittery	1855	Kittery.
Sloops-of-war.				
Cumberland	24	Rebuilt, Boston	1842	Kittery.
Falmouth	20	Boston	1827	New York.
Dale	16	Philadelphia	1839	Kittery.
Decatur	16	New York	1839	Mare Island.
Steamers.				
Niagara	12	New York	1855	New York.
Minnesota	40	Washington	1855	Boston.
Colorado	40	Gosport	1855	Boston.
Pensacola	16	Warrington	1858	Warrington.
Richmond	14	Gosport	1858	Gosport.
Pawnee	3	Philadelphia	1858	Philadelphia.
Susquehanna	15	Philadelphia	1850	New York.
John Hancock	2	Boston	1850	Mare Island.
Iroquois	6	New York	1858	New York.
Dacotah	6	Gosport	1858	Gosport.
Seminole	3	Warrington	1858	Warrington.
Saginaw	.....	Mare Island	1858	Mare Island.
Despatch	.....	Purchased	1855	Gosport.
Fulton	5	New York	1837	Warrington.

G.

Vessels on the stocks and in progress of construction, October 1, 1859.

SHIPS-OF-THE-LINE.

Alabama..... Kittery.
Virginia..... Boston.
New York..... Gosport.
New Orleans..... Sackett's Harbor.

AUXILIARY STEAM FRIGATES.

Franklin..... Kittery.

STEAMERS.

Stevens's iron steamer..... Hoboken, N. J.

H.

Abstract statement, showing receipts and expenditures during the fiscal year ending June 30, 1859, *and the value of all stores on hand at the various navy-yards on the* 1*st day of July*, 1859.

Yards.	On hand July 1, 1858.	Received.	Expended.	On hand July 1, 1859.
Portsmouth	$730,966 61	$232,661 37	$231,588 25	$732,039 73
Boston	1,628,164 99	850,364 70	857,679 64	1,620,850 05
New York	1,414,152 68	756,326 38	704,084 74	1,466,394 32
Philadelphia	529,225 39	326,556 72	295,627 15	560,154 36
Washington	458,482 10	658,174 30	753,183 43	363,472 97
Norfolk	1,539,826 60	398,461 42	379,339 13	1,558,948 89
Warrington	332,845 84	131,228 17	154,445 92	309,628 09
Total	6,633,664 21	3,353,773 06	3,375,948 26	6,611,489 01

I.

Statement of the number of days' labor and its cost from the 1*st July*, 1858, *to the* 30*th June*, 1859, *for the respective navy-yards, for building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.*

Navy-yards.	Number of days' labor.	Cost of labor.	Average per diem.
Kittery	99.088$\frac{3}{4}$	$187,405 32	$1 82$\frac{3}{16}$
Charlestown	146,632$\frac{1}{2}$	250,228 16	1 71
Brooklyn	347,371$\frac{1}{2}$	638,914 44	1 83$\frac{7}{8}$
Philadelphia	269,016	495,035 65	1 84
Washington	119,575$\frac{1}{2}$	210,141 49	1 75$\frac{3}{4}$
Gosport	290,885$\frac{3}{4}$	531,592 43	1 82$\frac{7}{16}$
Warrington	64,321	148,142 60	2 30$\frac{3}{16}$
Total	1,336,981	2,461,460 09	1 85

Bills paid by the Bureau of Construction, &c., under "contingent," for the fiscal year ending June 30, 1859.

Freight, demurrage, and wharfage	$18,013 99
Transportation of officers and men	12,833 78
Attendance on steamer Susquehanna at quarantine	11,903 67
Pilotage	8,370 26
Printing	6,012 29
Hardware	1,117 24
Salaries	974 40
Rent	795 00
Stationery	626 22
Candles and soap	385 43
Wood	311 61
Foreign postage and telegraphing	202 27
Labor	192 08
Brass tubes for steam engine in yard	121 10
Books and binding	120 48
Furniture	105 81
Coal	76 55
Docking	40 00
Ice	26 93
Bagging for hemp	13 12
Teaming	10 50
Making ensigns	7 56
Health officer	6 00
	62,266 29

NAVY DEPARTMENT,
Bureau of Construction, &c., November 30, 1859.

SIR: In compliance with the act of 3d March, 1843, I respectfully transmit herewith duplicate abstracts of offers to furnish materials for the navy, coming under the cognizance of this bureau, exhibiting in scales from No. 1 to 12, inclusive, as well those which were rejected as those accepted between the 23d November, 1858, (date of last report,) and the 30th November, 1859; and in conformity with the act of 21st April, 1808, I also transmit a duplicate list of articles under contract made during the same period.

Very respectfully, your obedient servant,

JOHN LENTHALL,
Chief of the Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No 1.

Scale of offers to furnish new boilers for the United States steamer San Jacinto, under advertisement from the Bureau of Construction, &c., of November 9, 1858.

No.	Names of bidders.	Rate per pound.
1	Quintard & Whitney	9¾ cents.
2	James Murphy & Co	9⅝ "
3	Richard Norris & Son	12 "
4	Wm. L. Ellis & Bro	12 4/10 "
5	John H. Dialogue	11¾ "
6	Edward Farron	9¾ and 9⅞ cents.
7	Novelty Iron Works	10 4/10 "
8	Michael Murphy, Neptune Iron Works	12 "
9	Reaney, Neafie & Co	11 "
10	James Fetlow	11½ "
11	Thomas Cunningham	9 88/100 "

No. 2.

Scale of offers to furnish timber at the navy-yard, Philadelphia, under advertisement from the Bureau of Construction, &c., of November, 27, 1858.

Number.	Bidders.	76,000 feet yellow pine.	Three white pine masts.	5,000 cubic feet of white oak plank, stock logs.
1	John Brown			$1,850 00
2	James S. Garrison, jr.			2,587 50
3	Daniel S. Grice			1,925 00
4	D. Risley	*$2,052		
5	Samuel Patterson			1,725 00
6	Shryock, Johnson & Co	2,128	*$297	*1,624 00
7	William M. Shakespeare			1,950 00
8	C. V. Williams			1,900 00
9	C. P. Morton & Co			3,000 00
10	E. H. Herbert	2,242		1,975 00
11	George W. Pete			1,975 00
12	John F. Argyle	2,185		1,875 00

*Accepted.

No. 3.

List of offers for building steam engines for the United States steamer Saginaw, building at the navy-yard, Mare island, California, under advertisement by the navy agent at San Francisco, of August 29, 1858.

No.	Bidders.	Amount bid.
1	Peter Donahue	*$72,495
2	Ira P. Rankin	73,000
3	Paul Forquet, Charles R. Stiger, Samuel Astken, A. E. Austen, T. A. Monkhouse	76,180
4	James Pollock	95,000

No. 4.

Scale of offers to furnish lanterns for the navy, under advertisement from the Bureau of Construction, &c., of April 15, 1859.

No.	Bidders.	Amount bid.
1	Sturdivant & Brothers	$6,059 12
2	William Porter	5,710 50
3	Han's J. Hansen	5,786 50
4	Daniel D. Miller	*5,615 00
5	Brooklyn Flint Glass Company	5,759 45

*Accepted.

No. 5.

Scale of offers to furnish anthracite coal for the navy, under advertisement from the Bureau of Construction, &c. of May 25, 1859.

No.	Bidders.	Amount.	Description.
1	Harry Conrad	$63,750	Buck Mountain.
2	Samuel H. Rothernel	58,050	Black Heath.
3	Diller Luther	55,950	Do.
4	Charles Simmckson	58,500	Do.
5	Henry W. Nagle	58,500	Do.
6	Charles L. Bacon	54,150	Black Heath or Buck Mountain.
7	Alexander Convery	51,900	Black Heath.
8	Seth Caldwell, jr	54,000	Do.
8	do	63,750	Buck Mountain.
9	Sharp, Leisenring & Co	63,750	Do.
10	George F. Tyler	58,350	Black Heath.
11	Horace E. Browne	48,750	Do.
11	do	53,500	Buck Mountain.
12	Charles A. Hecksher	56,250	Black Heath.
13	James Day	63,750	Treverton coal.
14	George P. Nevin	54,000	Broad Mountain Schuylkill coal.

No. 6.

Scale of offers to furnish materials for the Navy, at the navy-yard, Kittery, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 3. White oak promiscuous timber.	Class 14. White oak oars.	Class 15. White oak staves and heading.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints, oils, &c.
1	Nathaniel W. Coffin	.....	*$175 00	*$317 50	.....	.....	.....	.....	$1,819 75
2	William H. Shaffer	.....	.....	.....	.....	.....	.....	.....	*$973 75
3	William Lang	.....	187 50	.....	*$555 50	$150 50	$295 50	.....(†).....	$1,028 00
4	Samuel P. Brown	*$1,080 00	.....	340 00	.....	.....	.....	.....	.....
5	George W. Lawrence	.....	.....	.....	580 00	*112 75	.....	.....	.....
6	Jos. R. Anderson & Co	.....	.....	.....	669 00	.....	.....	.....	.....
7	Thomas Mount	1,800 00	.....	.....	.....	.....	.....	.....	.....
8	John P. Lyman	.....	.....	.....	581 75	161 75	.....	.....	.....
9	Southard Herbert & Co	.....	.....	.....	.....	.....	.....	.....	.....
10	William White	1,500 00	.....	.....	.....	.....	.....	.....	.....
11	Sturdivant & Brother	.....	.....	.....	748 00	145 10	*284 80	$1,266 75	988 75
12	William A. Wheeler	.....	.....	.....	.....	.....	.....	.....	.....
13	George Frost	.....	.....	.....	.....	.....	.....	.....	.....
14	Abraham G. Wendell	.....	.....	.....	.....	127 75	293 50	*1,080 50	1,005 00
15	Charles C. Harney	.....	.....	.....	.....	.....	.....	.....	.....
16	H. H. Coats	2,000 00	500 00	380 00	.....	.....	.....	.....	.....
17	Andrew D. Gerrish	.....	.....	.....	.....	.....	309 00	1,352 17	.....
18	Spaulding & Parrott	.....	.....	.....	1,805 00	597 00	.....	.....	.....
19	Jos. H. Foster	.....	.....	.....	.....	.....	.....	.....	.....
20	James R. Pugh	.....	.....	.....	.....	.....	.....	.....	.....
21	James Larrabee	.....	.....	.....	.....	.....	.....	.....	.....
22	John H. Broughton	.....	225 00	.....	.....	.....	.....	.....	.....
23	A. W. Trussell‡	1,900 00	212 50	730 00	.....	.....	.....	.....	.....

* Accepted.

† Offer No. 3, of William Lang, for class 25, informal, offers for part of the class.

‡ Offer No. 23 informal; received too late.

No.	Bidders.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.	Class 41. Fire-wood.
1	Nathaniel W. Coffin		$501 50	$290 70					
2	William H. Shaffer								
3	William Lang				$267 50	*$1,137 00			
4	Samuel P. Brown								
5	George W. Lawrence								
6	Jos. R. Anderson & Co								
7	Thomas Mount								
8	John P. Lyman								
9	Southard Herbert & Co					1,156 50			
10	William White								
11	Sturdevant & Brother	$385 00	590 00	135 34	*237 50	1,223 53	*$705 60		
12	William A. Wheeler							*$265 49	
13	George Frost								*$169 76
14	Abraham Q. Wendell	*273 00		*98 80	283 00	1,264 50	748 34		
15	Charles C. Harney							267 00	
16	H. H. Coats								
17	Andrew D. Garrish		560 00						
18	Spaulding & Parrott								
19	Jos. H. Foster							275 69	
20	James R. Pugh		*388 00						
21	James Larrabee		411 90						
22	John H. Broughton								
23	A. W. Trussell								

* Accepted.

No. 7.

Scale of offers to furnish materials for the Navy, at the navy-yard Charlestown, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, tin.	Class 25. Hardware.	Class 27. Paints, oils, &c.	Class 28. Flax canvas.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.
1	Nathaniel W. Coffin					$2,127 50			*$74 50
2	William E. Hooper							*$3,478 75	
3	William H. Shaffer					1,996 16			
4	William Lang	$2,813 25	$353 50	$866 50		2,030 15			
5	Arthur Caswell								
6	F. Zantzinger								
7	Frothingham, Fisher & Co					1,824 31			
8	William Matthews						$6,395 00		
9	William Brand & Co.						*6,158 00		
10	H. T. Marsh								
11	Speane & Burke								
12	George W. Lawrence	2,790 00	407 75						
13	Joseph R. Anderson & Co	3,098 50							
14	King & Burchell								
15	Southard, Herbert & Co								
16	S. & E. Knight								
17	Sturdivant & Brother	3,687 25	438 80	962 00	$1,420 19	1,946 70			86 00
18	William A. Wheeler								
19	Horton, Hall & Co	*2,694 00	*334 00	*774 00	*991 43	*1,765 15			113 00
20	James Gallagher								114 00
21	Walden Porter		494 25						
22	James R. Pugh								
23	Abraham Cutter								

* Accepted.

No. 1.—Continued.

No.	Bidders.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.	Class 41. Firewood.
1	Nathaniel W. Coffin			$404 75	$592 35	*$1,476 50	$1,630 00			$280 50
2	William E. Hooper									
3	William H. Shaffer									
4	William Lang				738 60	1,713 00	1,674 50			
5	Arthur Caswell									260 50
6	F. Zantzinger					2,935 00				
7	Frothingham, Fisher & Co.									
8	William Matthews				571 75					
9	William Brand & Co.									
10	H. T. Marsh								$311 02	
11	Speane & Burke						1,607 00			
12	George W. Lawrence									
13	Joseph R. Anderson & Co.									
14	King & Burchell			270 50	644 45					
15	Southard, Herbert & Co.						1,663 25			
16	S. & E. Knight									*218 50
17	Sturdivant & Brother			192 50	540 10	1,743 80	1,849 00	$712 90		
18	William A. Wheeler								423 16	
19	Horton, Hall & Co.	*$4,722 00	$276 00	*178 25	*531 75	1,617 50	*1,577 25	*610 80		
20	James Gallagher									
21	Walden Porter									
22	James R. Pugh		*249 60							
23	Abraham Cutter								*221 37	

* Accepted.

No. 8.

Scale of offers to furnish materials for the Navy, at the navy-yard, Brooklyn, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 6. Yellow pine plank stock logs.	Class 10. White pine.	Class 11. Ash, cypress, and white oak boat-boards.	Class 12. Black walnut and cherry.	Class 13. Locust.	Class 14. White ash oars, hickory bars and butts.	Class 15. White oak staves and heading.	Class 16. Black spruce.	Class 18. Lignumvitæ.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.
1	Joseph L. Savage										*$3,658 00	$698 00	*$1,546 50	
2	Nathaniel W. Coffin													
3	Jas. Armstrong	$3,725 00												
4	Jos. Temple	*2,830 00												
5	William E. Hooper													
6	William H. Shaffer													
7	William Lang										3,687 25	673 35	1,577 25	
8	Daniel S. Grice	3,250 00	$6,316 00	$754 50			$652 00	$600 00		$285 00				
9	Frederick S. Bletz		5,925 00	709 00	....(†)....	*$95 00								
10	Samuel P. Brown	2,950 00	6,755 00							*$313 00				
11	Louis O. Southrerayd			*500 00			*246 00							
12	Nathan Lane													
13	W. W. Campbell		*5,285 00											
14	Edmund Jones													
15	Jos. W. Delano													$1,982 95
16	John H. Bowie & Co													
17	Theodore Mosher			758 00										
18	William Matthews													
19	Shryock & Co	3,300 00	6,258 00	838 00	$132 00	125 00		382 50						
20	William Brand & Co													
21	Zeno Secor											691 10		
22	H. J. Hansen													
23	George W. Lawrence		6,300 00								3,857 50	*562 00		
24	Jos. R. Anderson										4,331 00			
25	Thos. Mount					125 00								
26	Southard, Herbert & Co													
27	R. M. Nichols									*115 00				
28	William White	3,200 00												

29	H. N. Easby		5,287 00											
30	W. D. Kennedy										3,832 50	636 70	1,608 50	*1,811 07
31	Sturdivant & Bro.										4,770 00	673 90	1,657 00	1,953 51
32	James Lesley, jr.													2,008 24
33	William A. Wheeler													
34	James Gallagher													
35	Wesley Smith	3,000 00	5,528 75	721 50	*127 25	175 00	383 00	*378 75						
36	Bigler & Wilt		6,000 00	847 00										
37	H. H. Coats	3,300 00	5,855 00	857 50	195 00	125 00	869 50	389 00	417 50	225 00				
38	J. A. H. Hasbrouck													
39	Jas. R. Pugh													
40	Thos. McCarty													
41	W. W. Trussell	3,200 00	6,470 00	1,009 00	198 00	150 00		700 00	312 00	169 00				

* Accepted.

† Offer 9, for class 12, informal; offers for part of class.

No. 8—Continued.

No.	Bidders.	Class 27. Paints, oils, &c.	Class 28. Flax canvas.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship-chandlery.	Class 40. Stationery.	Class 41. Fire-wood.
1	Jos. L. Savage				$139 95		$899 00	$335 00	$259 50						
2	Nathaniel W. Coffin				*134 95										
3	Jas. Armstrong														
4	Jos. Temple														
5	William E. Hooper			*$6,122 75											
6	William H. Shaffer	$4,374 35													
7	William Lang	4,426 42				*$173 10						$3,151 50			
8	Daniel S. Grice														
9	Frederick S. Bletz														
10	Samuel P. Brown														
11	Louis O. Southrerayd														
12	Nathan Lane													$815 84	
13	W. W. Campbell														
14	Edmund Jones													*713 07	
15	Jas. W. Delano												$2,077 05		
16	John H. Bowie & Co.							341 50							
17	Theodore Mosher														
18	William Matthews		9,868 75							*761 35					
19	Shryock & Co.														
20	William Brand & Co.		*9,352 00												
21	Zeno Secor				144 00		782 00	492 50			378 75		1,923 87		
22	H. J Hansen	4,566 40							210 78		406 25	*2,910 00			
23	George W. Lawrence														
24	Jos. R. Anderson														
25	Thos. Mount														
26	Southard, Herbert & Co											3,129 00			
27	R. M. Nichols														
28	William White														
29	H. N. Easby														
30	W. D. Kennedy	*4,151 06			154 50	256 40	*757 50		*190 63		*337 00	3,085 50	*1,915 98		
31	Sturdivant & Bro	4,328 47			152 00	412 30	874 50	410 00	294 10	762 87	382 70	3,527 00	1,938 80		
32	James Lesley, jr.														
33	William A. Wheeler													975 16	

34	James Gallagher				199 75										
35	Wesley Smith														*$1,337 50
36	Bigler & Wilt														
37	H. H. Coats														
38	J. A. H. Hasbrouck													730 21	
39	Jas. R. Pugh							*315 00							
40	Thos. McCarty														1,570 00
41	W. W. Trussell†														

* Accepted.

† Offers 40 and 41 informal; received too late.

No. 9.

Scale of offers to furnish materials for the Navy, at the navy-yard, Philadelphia, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 3. White oak promiscuous timber.	Class 11. Ash, cypress, and white oak boat boards.	Class 12. Black walnut and cherry.	Class 14. White ash oars and hickory bars.	Class 18. Lignumvitæ.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints and oils.	Class 28. Flax canvas.
1	Joseph L. Savage						*$2,386 23	$252 50	$453 40			
2	Hulseman, Berry & Hulseman											
3	Joseph Temple	$2,250 00										
4	William E. Hooper											
5	F. Zantzinger		$1,555 00									
6	William H. Shaffer										$1,058 02	
7	James H. Sprague										*1,018 75	
8	F. A. Chadwick							235 00	*433 20	*$896 82		
9	John W. Simes & Co										1,033 30½	
10	William Lang				$390 00	$300 00	2,502 73	229 00	457 60			
11	F. S. Bletz		1,532 00	(†)	*288 00							
12	Jonathan Powell	1,950 00	2,447 50	$342 00		355 00						
13	L. O. Southmayd		*1,350 00		345 00							
14	John C. Miller											
15	Shryock & Co	1,320 00	1,569 00	*171 00	390 00							
16	James McCasker					*267 00						
17	William H. Maurice											
18	J. B. Baxter, jr						2,751 03	219 00	514 44	1,253 37		
19	Paul J. Field							241 80	488 23			
20	Theodore Mosher		1,524 00									
21	William S. McAlister			231 00								
22	William Matthews											$2,359 92
23	Gilmore & Harkness						(†)	(†)				
24	William Brand & Co											*2,262 10
25	Joseph R. Anderson						2,848 10					
26	Samuel Patterson	*960 00			300 00							
27	Thomas Mount	2,700 00										
28	Southard, Herbert & Co											

29	R. M. Nichols				273 00						
30	William White	2,100 00									
31	H. N. Easby	1,350 00	1,615 00								
32	Daniel S. Grice	1,470 00	1,632 50	231 00	465 00	425 00					
33	William D. Kennedy							*207 00	466 86	1,157 59	1,040 97
34	Sturdivant & Brother						3,315 60	242 00	480 15	1,125 85	1,126 70
35	James Lesley, jr						2,459 36	211 20	477 90	1,049 06	1,130 04
36	William A. Wheeler										
37	James Gallagher										
38	William M. Shakespeare	1,770 00	1,692 50								
39	Robert W. Dungan										1,215 79
40	Bigler & Wilt		1,521 50								
41	Alexander, Hazard & Cheeseman										1,087 76
42	H. H. Coats	2,400 00	1,975 00	300 00	900 00	500 00					
43	Jamison & Beatty	1,275 00	1,382 30	190 20	300 00						
44	Handy & Brenner							242 00	485 00	1,101 16	
45	James R. Pugh										
46	W. W. Trussell‡	2,850 00	2,142 50	360 00		395 00					

* Accepted. † Informal offers for part of class. ‡ Offer No. 46 informal; received too late.

No. 9—Continued.

No.	Bidders.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.
1	Joseph L. Savage						$163 80					
2	Hulseman, Berry & Hulseman				$281 10							
3	Joseph Temple											
4	William E. Hooper	*$1,798 60										
5	F. Zantzinger								$470 00			
6	William H. Shaffer											
7	James H. Sprague			*$168 20			*116 97					
8	F. A. Chadwick											
9	John W. Simes & Co			174 20			121 31½					
10	William Lang			212 70						$445 25		
11	F. S. Bletz											
12	Jonathan Powell											
13	L. O. Southmayd											
14	John C. Miller								269 50	475 15	$547 16½	
15	Shryock & Co											
16	James McCasker											
17	William H. Maurice											*$112 57½
18	J. B. Baxter, jr					$355 35	128 78				546 19	
19	Paul J. Field				368 37	435 93				464 02		
20	Theodore Mosher											
21	William S. McAlister											
22	William Matthews							*$311 30				
23	Gilmore & Harkness											
24	William Brand & Co											
25	Joseph R. Anderson											
26	Samuel Patterson											
27	Thomas Mount											
28	Southerd, Herbert & Co									459 60		
29	R. M. Nichols											
30	William Waite											
31	H. N. Easby											
32	Daniel S. Grice											

33	William D. Kennedy	.....	$107 65	180 05	*350 25	.....	169 64	.....	*227 75	*424 29	*345 39	.....	
34	Sturdivant & Brother	.....	*102 40	200 75	343 65	509 50	185 13	383 34	239 85	464 36	494 09	.....	
35	James Lesley, jr	.....	.....	.....	.....	.....	130 03	.....	246 20	482 85	539 41	.....	
36	William A. Wheeler	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	190 75	
37	James Gallagher	.....	119 95	.....	.....	.....	.....	.....	.....	.....	.....	.....	
38	William M. Shakespeare	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
39	Robert W. Dungan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
40	Bigler & Wilt	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
41	Alexander, Hazard & Cheeseman	.....	.....	187 17	.....	.....	127 90	.....	.....	.....	.....	.....	
42	H. H. Coats	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
43	Jamison & Beatty	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
44	Handy & Brenner	.....	.....	.....	.....	.....	126 59	.....	.....	.....	.....	.....	
45	James R. Pugh	.....	.....	.....	.....	*353 95	.....	.....	.....	.....	.....	.....	
46	W. W. Truseil†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	

* Accepted.

† Offer No. 46 informal; received too late.

No. 10.

Scale of offers to furnish materials for the Navy, at the navy-yard, Washington, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 10. White pine.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 24. Pig iron.	Class 25. Hardware.	Class 27. Paints and oils.	Class 31. Glass.
1	Joseph L. Savage		*$1,238 50	$71 90	*$5,008 00	$2,125 00	$136 50		
2	F. Zantzinger	$2,550 00							
3	William H. Shaffer							$858 00	
4	William Lang		1,359 00	102 50	5,116 00	2,900 00		879 50	$237 10
5	William H. Campbell			82 90			145 00		
6	F. S. Bletz	1,860 00							
7	G. W. P. Coates					2,070 00			
8	Theodore Mosher	1,308 00							
9	Z. D. Gilman							868 00	
10	Philip Otterback								
11	Revere Copper Company								
12	Baltimore Copper Company								
13	George W. Lawrence	2,040 00	1,252 63						
14	Joseph R. Anderson		1,473 00			2,625 00			
15	Thompson & Oudshuys			111 20	5,018 50	2,193 50			
16	F. L. Harvey & Co		1,305 00	*65 40	5,031 00	2,575 00	*127 50		
17	King & Burchell							885 50	
18	Thomas Mount								
19	H. N. Easby	*1,305 00				*1,987 50			
20	Esau Pickrell	1,314 00							
21	Fitz. Coyle & Brother	1,331 40							
22	Daniel S. Grice	1,692 00							
23	Charles M. Keys								
24	William D. Kennedy				5,294 00			*778 45	*196 20
25	Sturdivant & Brother		1,771 50	117 20	5,393 00	2,200 00	137 50	812 00	205 30
26	James Lesley, jr			88 50	5,296 00		147 50		
27	William Henshaw					2,400 00			
28	William H. Townsend					3,375 00			
29	Minnesota Mining Company								
30	Wesley Smith	2,016 00		196 25	5,404 50	2,225 00	184 50		
31	Bigler & Wilt	1,569 00							
32	H. H. Coates	1,875 00							
33	Richardson, Barnum & Co					2,850 00			
34	W. W. Trussell †	2,460 00							

* Accepted.

† Offer No. 34 informal; received too late.

No. 10—Continued.

No.	Bidders.	Class 32. Leather.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 43. Tank and galley iron.	Class 44. Chain iron.	Class 45. Ingot copper.	Class 47. Bellows.	Class 48. Poles.
1	Joseph L. Savage	$28 00	*†$30 00	$146 25	*$2,152 50	*$3,200 00	*$33,750 00	*$84 00	.....
2	F. Zantzinger	.....	.....	.....	.....	.....	.....	.....	.....
3	William H. Shaffer	.....	.....	.....	.....	.....	.....	.....	.....
4	William Lang	22 40	35 00	.....	2,405 00	3,600 00	35,550 00	.....	.....
5	William H. Campbell	.....	.....	.....	.....	.....	.....	120 00	.....
6	F. S. Bietz	.....	.....	.....	.....	.....	.....	.....	.....
7	G. W. P. Coates	.....	.....	.....	.....	.....	.....	.....	.....
8	Theodore Mosher	.....	.....	.....	.....	.....	.....	.....	$90 00
9	Z. D. Gilman	.....	.....	.....	.....	.....	.....	.....	.....
10	Philip Otterback	.....	.....	.....	.....	.....	.....	.....	*50 00
11	Revere Copper Company	.....	.....	.....	.....	.....	34,312 50	.....	.....
12	Baltimore Copper Company	.....	.....	.....	.....	.....	34,455 00	.....	.....
13	George W. Lawrence	.....	.....	.....	.....	.....	.....	.....	.....
14	Joseph R. Anderson	.....	.....	.....	.....	3,320 00	.....	.....	.....
15	Thompson & Oudsluys	.....	.....	.....	2,290 00	.....	34,500 00	.....	.....
16	F. L. Harvey & Co	22 40	.....	*136 04	2,425 00	5,400 00	39,000 00	104 00	.....
17	King & Burchell	.....	35 00	186 70	.....	.....	.....	.....	.....
18	Thomas Mount	.....	.....	.....	.....	.....	.....	.....	160 00
19	H. N. Easby	.....	.....	.....	.....	.....	.....	.....	.....
20	Esau Pickrell	.....	.....	.....	.....	.....	.....	.....	.....
21	Fitz. Coyle & Brother	.....	.....	.....	.....	.....	.....	.....	.....
22	Daniel S. Grice	.....	.....	.....	.....	.....	.....	.....	.....
23	Charles M. Keys	.....	.....	.....	.....	.....	.....	.....	96 00
24	William D. Kennedy	.....	†30 00	186 15	.....	.....	.....	.....	.....
25	Sturdivant & Brother	*20 72	35 00	155 30	.....	.....	(‡)	.....	.....
26	James Lesley, jr	.....	.....	181 85	.....	.....	.....	.....	.....
27	William Henshaw	.....	.....	.....	.....	.....	.....	.....	.....
28	William H. Townsend	.....	.....	.....	.....	.....	.....	.....	.....
29	Minnesota Mining Company	.....	.....	.....	.....	.....	37,500 00	.....	.....
30	Wesley Smith	.....	.....	.....	2,525 00	.....	40,350 00	.....	400 00
31	Bigler & Wilt	.....	.....	.....	.....	.....	.....	.....	.....
32	H. H. Coates	.....	.....	.....	.....	.....	.....	.....	.....
33	Richardson, Barnum & Co	.....	.....	.....	.....	.....	.....	.....	.....
34	W. W. Trussell	.....	.....	.....	.....	.....	.....	.....	.....

* Accepted.

† Class 38 decided by lot, being a tie offer.

‡ Offer No. 25 for class 45 informal; no guarantors.

No. 11.

Scale of offers to furnish materials for the Navy, at the Navy-yard, Gosport, under advertisement from the Bureau of Construction, Equipment, and Repair, of May 19, 1859.

No.	Bidders.	Class 16.	Class 21.	Class 22.	Class 23.	Class 25.	Class 27.	Class 28.	Class 29.	[Class 30.
		Black spruce.	Iron.	Spikes and nails.	Lead, zinc, and tin.	Hardware.	Paints, oils, &c.	Flax canvas.	Cotton canvas.	Flax and cotton twine.
1	Joseph L. Savage		$6,708 50	$85 00	$1,154 00					
2	Hulseman, Berry & Hulseman									
3	William E. Hooper								$6,178 75	
4	F. Zantzinger	$1,600 00								
5	William H. Shaffer						$4,466 40			
6	William Lang		6,888 00	107 50	1,140 00					
7	Edward H. Moore			106 75	1,292 00	$1,846 47				
8	Samuel P. Brown	252 00								
9	William D. Roberts & Co.				1,143 00					
10	William Matthews							$9,142 50		
11	William Brand & Co.							9,707 50		
12	W. P. Griffith									
13	George W. Lawrence		6,733 00							
14	Joseph R. Anderson		7,742 25							
15	Thompson & Oudsluys				1,151 00					
16	John A. Higgins		9,860 00	192 50	1,330 00	2,343 82	4,930 75			$564 00
17	King & Burchell									
18	Jacob Vickory									
19	Southard, Herbert & Co									
20	Westcott & Hinckley	258 00								
21	Peters & Reed					2,118 38				
22	William D. Kennedy				1,223 00		4,170 25			344 00
23	Sturdivant & Brother		9,200 00	129 30	1,212 00	1,506 22	4,230 50			326 00
24	James Lesley, jr					1,653 42				
25	William A. Wheeler									
26	Allyn, Rose & Co			100 50	1,200 00	1,499 06				
27	James Gallagher									415 00
28	Wilson & Williams						4,299 65			
29	H. H. Coats	800 00								
30	James R. Pugh									
31	W. W. Trussell	394 00								

No.	Bidders.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.
1	Joseph L. Savage			$1,020 00	$195 64					
2	Hulseman, Berry & Hulseman		$2,242 00							
3	William E. Hooper									
4	F. Zantzinger						$550 00			
5	William H. Shaffer									
6	William Lang							$2,733 60		
7	Edward H. Moore				235 97					
8	Samuel P. Brown									
9	William D. Roberts & Co									
10	William Matthews					$549 15				
11	William Brand & Co									
12	W. P. Griffith									$260 00
13	George W. Lawrence									
14	Joseph R. Anderson									
15	Thompson & Oudsluys									
16	John A. Higgins	$570 00	3,005 40	1,273 00	321 50	831 80	507 50	3,381 50	$1,860 10	
17	King & Burchell							2,573 80		
18	Jacob Vickory									314 58
19	Southard, Herbert & Co							2,650 60		
20	Westcott & Hinckley									
21	Peters & Reed						310 00			
22	William D. Kennedy	237 00	2,040 40		247 90		272 50	2,437 70	1,661 24	
23	Sturdivant & Brother	192 00	2,619 00	1,310 00	277 40	577 40	288 80	2,564 30	1,652 80	
24	James Lesley, jr									
25	Williiam A. Wheeler									368 00
26	Allyn, Rose & Co				185 86				1,640 82	
27	James Gallagher									
28	Wilson & Williams				293 80			2,770 30		
29	H. H. Coats									
30	James R. Pugh		2,046 40	984 00						
31	W. W. Trussell									

No. 12.

Scale of offers to furnish materials for the Navy, at the navy-yard, Warrington, under advertisement from the Bureau of Construction, Equipment, and Repair of May 19, 1859.

No.	Bidders.	Class 10. White pine.	Class 12. Black walnut, cherry, &c.	Class 15. White oak staves and heading.	Class 21. Iron.	Class 22. Spikes and nails.	Class 23. Lead, zinc, and tin.	Class 25. Hardware.	Class 27. Paints and oils.	Class 29. Cotton canvas.	Class 30. Flax and cotton twine.
1	William E. Hooper	.....	.....	.....	.....	.....	.....	.....	.....	*$2,440 25	.....
2	William H. Shaffer	.....	.....	.....	.....	.....	.....	.....	*$664 25	.....	.....
3	William Lang	.....	.....	.....	$884 00	$202 00	$364 00	.....	838 25	.....	.....
4	John B. Todd	.....	.....	$186 00	978 00	204 40	313 75	$843 70	684 02	2,735 00	$32 50
5	W. L. Avery	$2,020 00	$342 00	430 00	1,117 50	241 25	374 50	862 10	802 70	4,075 00	63 75
6	Samuel P. Brown	*1,475 00	270 00	230 00	.....	.....	.....	.....	.....	.....	.....
7	Chester P. Knapp	2,150 00	240 00	*98 00	.....	.....	.....	.....	849 20	2,740 00	43 75
8	George H. Oneal	1,690 00	*214 00	202 00	1,194 50	*192 00	384 25	688 97	.....	.....	.....
9	George W. Lawrence	1,550 00	240 00	.....	*799 37	.....	.....	.....	.....	.....	.....
10	Joseph R. Anderson	.....	.....	.....	1,108 00	.....	.....	.....	.....	.....	.....
11	Southard, Herbert & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Sturdivant & Brother	.....	.....	.....	1,201 00	200 30	*313 00	*564 70	666 14	.....	*30 25
13	William A. Wheeler	.....	.....	.....	.....	256 50	394 00	843 88	.....	.....	44 75
14	James Gallagher	.....	.....	.....	.....	.....	.....	.....	.....	.....	34 10
15	James R. Pugh	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	W. W. Trussell†	1,675 00	300 00	300 00	.....	.....	.....	.....	.....	.....	.....

* Accepted.

† Offer 16 informal; received too late.

No.	Bidders.	Class 31. Glass.	Class 32. Leather.	Class 33. Hose.	Class 34. Brushes.	Class 35. Bunting and dry goods.	Class 37. Pitch, tar, and rosin.	Class 38. Tallow, soap, and oil.	Class 39. Ship chandlery.	Class 40. Stationery.
1	William E. Hooper	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	William H. Shaffer	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	William Lang	$154 20	.....	.....	.....	.....	.....	.....	.....	.....
4	John B. Todd	213 20	$816 00	$650 00	$222 50	*$300 60	$175 00	*$917 50	$862 50	.....
5	W. L. Avery	610 00	922 50	1,885 00	239 00	218 00	205 00	1,073 50	813 40	$297 40
6	Samuel P. Brown	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Chester P. Knapp	.....	864 00	1,300 00	*214 50	220 25	250 00	1,075 00	.....	.....
8	George H. Oneal	199 70	772 50	687 00	.....	231 00	*141 00	.....	.....	.....
9	George W. Lawrence	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Joseph R. Anderson	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Southard, Herbert & Co	.....	.....	.....	.....	.....	.....	973 25	.....	.....
12	Sturdivant & Brother	*146 20	892 50	980 00	246 85	217 40	146 00	969 00	*784 78	.....
13	William A. Wheeler	.....	.....	.....	235 30	324 40	.....	.....	.....	*219 90
14	James Gallagher	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	James R. Pugh	.....	*678 00	*636 00	.....	.....	.....	.....	.....	.....
16	W. W. Trussell†	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Accepted.

† Offer No. 16 informal; received too late.

List of contracts (embracing all coming under the cognizance of the Bureau of Construction, Equipment, and Repair) made and received from November 23, 1858, to October 4, 1859, prepared in conformity with an act of Congress of April 21, 1808.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1858.	1859.				
Dec. 15	March 30	J. Murphy & Co	Boilers, &c., for United States steamer San Jacinto	$0 09 per pound.	New York.
1859.					
Jan. 6	Feb. 15	D. Risley	28,000 feet, board measure, yellow pine plank, of 6¼ inches thick, 35 to 45 feet long; 20,000 feet, board measure, yellow pine plank, of 7¼ inches thick, 40 to 50 feet long; 10,000 feet, board measure, yellow pine plank, of 6¾ inches thick, 35 to 40 feet long; 10,000 feet, board measure, yellow pine plank, of 5¼ inches thick, 30 to 40 feet long; 8,000 feet, board measure, yellow pine plank, of 4¼ inches thick, 30 to 35 feet long—making 76,000 feet board measure	27 00 per M. feet.	Philadelphia.
Jan. 10	July 10	P. Donahue	Engines, boilers, &c., for United States steamer Saginaw	72,495 00	Mare Island.
Jan. 17	March 1	Shryock, Johnson & Co	5,000 cubic feet white oak plank stock logs	32 4/10 per cu. ft.	Philadelphia.
Jan. 17	March 1	Shryock, Johnson & Co	1 white pine mast, 58 feet long, 24 inches diameter; 1 white pine mast, 59 feet long, 24 inches diameter; 1 white pine mast, 65 feet long, 23 inches diameter—estimated at 550 feet	54 do.	Do.
	1860.				
June 17	June 30	D. D. Miller	7 bowsprit-lights, white	25 00	New York.
			7 mizen-top lights, white	25 00	
			7 beam or wheel-house lanterns, green	25 00	
			7 beam or wheel-house lanterns, red	25 00	
			6 beam or running lanterns, green	18 00	
			6 beam or running lanterns, red	18 00	
			36 spare shades for beam lanterns, green	1 50	
			36 spare shades for beam lanterns, red	1 50	
			158 main berth and orlop-deck Fresnel lanterns	15 00	
			13 store-room lanterns, Argand burner and reflector	15 00	
			13 spirit room-lanterns, No. 1½	2 00	
			26 fore and main-hold lanterns, No. 1½	2 00	
			118 deck-lanterns, No. 1½	2 00	

				99 side-lanterns	2	00		
				92 signal-lanterns, Fresnel, white	5	50		
				26 signal-lanterns, Fresnel, red	7	00		
				14 engine-room lanterns	8	00		
				21 shaft passage-lamps	8	00		
				28 steam gage-lamps	6	00		
				63 globe lanterns, large sizes	4	00		
				63 globe lanterns, small sizes	2	00		
July	19	June	30	H. E. Browne — 15,000 tons of the best Black Heath anthracite coal, steamers' size, per ton of 2,240 pounds	3	25		Philadelphia.
June	15	June	30	P. Otterback — 200 green hickory or ash poles, about 20 feet long and 4 inches at the butt		25	each	Washington.
July	8	June	30	John B. Todd — 30 yards white muslin, ¾ yard wide		15	per yard	Warrington.
				25 yards green baize		95	do.	
				50 yards fearnaught	2	00	do.	
				15 yards hair cloth, 30 inches wide		75	do.	
				20 yards hair cloth, 24 inches wide		75	do.	
				300 yards linen tape		2	do.	
				5 pounds white linen thread	1	40	per pound.	
				5 pounds black linen thread	1	30	do.	
				25 pounds white curled hair	1	00	do.	
				20 papers sewing needles		8	per paper.	
				200 gallons winter strained sperm oil	1	45	per gallon.	
				50 gallons best quality lard oil for lubricating	1	00	do.	
				50 gallons neatsfoot oil	1	00	do.	
				25 gallons sweet oil	1	50	do.	
				150 gallons fish oil		68	do.	
				100 pounds Castile soap		13	per pound.	
				3,000 pounds pure beef tallow		12¼	do.	
July	9	Dec.	30	J. Temple — 10,000 cubic feet yellow pine plank stock logs		28	per cubic ft.	Brooklyn.
July	10	June	30	Allyn, Rose & Co — 9 adzes, carpenter's, handled	2	50	each	Gosport.
				3 adzes, cooper's, handled	2	00	do.	
				12 axes, broad, handled	3	25	do.	
				12 axes, wood, handled	1	25	do.	
				280 pounds anvils, estimated at 140 pounds each		10	per pound.	
				6 braces and bitts, wood, complete, 48 bitts	4	00	per set.	
				6 bevels, steel tongued		50	each.	
				20 dozen buttons, brass, 2-inch		30	per dozen.	
				4 braces and bitts, iron, 20 bitts	2	50	per set.	
				4 balances, spring, to weigh 25 pounds		25	each.	
				4 tap-borers		50	do.	
				100 pounds brass, sheet, assorted		3	per pound.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard when deliverable.
1859.	1860.				
July 10	June 30	Allyn, Rose & Co.—Cont'd	4 cooper's crows	$1 25 each	Gosport.
			2 dozen compasses, carpenter's	2 00 per dozen.	
			4 dozen chisels, firmer, assorted, handled	2 50 do.	
			2 dozen chisels, socket, assorted, handled	3 50 do.	
			4 smiths' callipers	50 each.	
			12 cranks and segments, for bells, brass	10 do.	
			2 diamonds, glaziers'	5 00 do.	
			4 sets drills, with box and bow	2 50 per set.	
			10 dozen escutcheons, thread, brass, assorted	5 per dozen.	
			4 dozen files, hand-saw, 5 to 6 inches	1 00 do.	
			4 dozen files, flat bastard, 8 to 16 inches	3 50 do.	
			2 dozen files, flat smooth, 8 to 14 inches	5 00 do.	
			2 dozen files, safe-edge, 8 to 12 inches	3 50 do.	
			1 dozen files, hand smooth, 10 to 14 inches	6 00 do.	
			2 dozen files, half-round, smooth, 10 to 14 inches	4 50 do.	
			1 dozen files, cabinet maker's, wood, 8 to 12 inches	3 50 per dozen.	
			6 dozen nail gimlets, assorted	50 do.	
			2 dozen spike gimlets, assorted	1 00 do.	
			2 dozen firmer gouges, handled, assorted	2 50 do.	
			12 gridirons	62 each.	
			4 hammers, saddler's, handled	37 do.	
			24 hammers, claw, handled	37 do.	
			10 dozen coat and hat hooks, brass	2 00 per dozen.	
			12 dozen pantry hooks, brass, 1 to 1¼ inch	37 do.	
			6 drawing knives	75 each.	
			6 knives, shoemaker's	10 do.	
			4 knives, pallet, 8 to 12 inches	62 do.	
			4 knives, putty	10 do.	
			12 knives, sail	25 do.	
			2 dozen table catches	2 00 per dozen.	
			6 dozen closet catches	3 00 do.	
			4 pitch kettles, 16 to 20 inches diameter at top	1 50 each.	
			18 tea kettles, iron	50 do.	

2 camp kettles	50	do.
8 fish kettles	50	do.
10 copper kettles, tea	25	do.
10 dozen blank lock keys, assorted	75	per dozen.
12 dozen iron padlocks, $2\frac{1}{2}$ to 3 inches	2 00	do.
6 dozen iron drawer locks, $2\frac{1}{2}$ inches	7 00	do.
10 dozen brass padlocks, $2\frac{1}{2}$ inches	6 00	do.
4 dozen 9-inch stock locks	4 00	do.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
12 mauls, pin, handled	1 50	each.
4 grooving planes, width of iron $\frac{1}{4}$ to 1 inch	1 00	do.
6 smoothing planes, width of iron $1\frac{3}{4}$ to 2 inches	62	do.
4 planes, jointers, long	1 50	do.
2 planes, jointers, short	1 25	do.
4 planes, jack	75	do.
2 planes, jointers, cooper's, short	2 00	do.
2 planes, block, cooper's	1 00	do.
4 planes, rabbet	62	do.
16 plyers, cutting, and assorted	30	do.
20 frying pans, assorted sizes	20	do.
50 stew pans	75	do.
18 bake pans	30	do.
4 iron pots	1 25	do.
12 rules, 2 feet, double and single jointed	37	do.
24 wood rasps, assorted	37	do.
12 wood saws, with frames	75	do.
30 hand saws	50	do.
8 hack saws, with frames	1 00	do.
6 hack saw blades	25	do.
4 dove-tail saws	1 00	do.
10 key-hole saws and pads, 6 to 12 inches	37	do.
4 tenon saws	1 00	do.
6 cross-cut saws	3 00	do.
6 panel saws	1 00	do.
4 table saws	1 50	do.
100 gross iron screws, gimlet points, No. 4 to 26	1 00	per gross.
200 gross brass screws, gimlet points, No. 3 to 24	1 75	do.
12 spokeshaves	50	each.
6 steel squares, 2 feet	75	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 10	June 30	Allyn, Rose & Co—Cont'd.	6 trying squares, steel blades, 6 to 8 inches	$0 37 each.	Gosport.
			20 steel coal shovels	1 00 do.	
			300 ship scrapers, steel blades, handled	25 do.	
			4 tinner's bench shears	5 00 do.	
			4 tinner's hand shears	2 00 do.	
			4 planishing stakes	3 00 do.	
			6 pairs scissors	25 do.	
			8 M iron gimp tacks, 4-ounce	25 per M.	
			400 M iron cut tacks	20 do.	
			400 pounds bench vices, 3½ to 5½ inch jaws	10 per pound.	
			8 hand vices	50 each.	
			24 water closet basins, china	1 75 do.	
			10 screw wrenches	1 50 do.	
			8 waffle irons	75 do.	
			200 whitewash brushes	45 do.	
			8 hand dusting brushes	37 do.	
			10 painter's dusting brushes	40 do.	
			16 paint brushes, 00	40 do.	
			20 paint brushes, 000	50 do.	
			30 paint brushes, 0000	1 00 do.	
			30 paint brushes, 00000	75 do.	
			10 paint brushes, 000000	50 do.	
			24 sash tool brushes	25 do.	
			12 glue brushes	25 do.	
			2 pounds bristles	3 00 per pound.	
			1,000 pounds beeswax	40 do.	
			150 Bath bricks	4 each.	
			400 hickory brooms	15 do.	
			600 corn brooms	20 do.	
			80 pounds refined borax	30 per pound.	
			100 pounds pure sperm candles	45 do.	
			2 pounds red chalk	6 do.	
			12 silver calls	5 50 each.	

				400 bushels hard-wood charcoal		20	per bushel.
				100 lamp chimneys		12	each.
				40 skeins large catgut		25	per skein.
				12 tenor drum heads	1	00	each.
				24 pounds emery, assorted		20	per pound.
				100 square yards boiler felting, per sample	1	25	per sq. yd.
				6 glasses, 60″	1	10	each.
				6 glasses, 30″	1	00	do.
				4 grindstones, 120 pounds each, mounted	8	00	do.
				300 pounds best white glue		25	per pound.
				200 horn, leaves		11	each.
				400 fish-hooks		75	per 100.
				4 Massey's logs	30	00	each.
				2 Ogden's leads	30	00	each.
				160 fishing lines, 240 feet each		25	each.
				4 measuring lines, metallic, 100 feet	5	00	each.
				40 gross lampwicks, woven		70	per gross.
				40 gross lampwicks, circular	1	00	do.
				50 pounds lampwick, yarn		20	per pound.
				8 brass hand lamps		75	each.
				8 lamps, with reflectors, small size	1	50	do.
				40 barrels lime, 200 pounds each	1	50	per barrel.
				18 jars chloride lime, 20 pounds in a jar	1	50	per jar.
				100 pounds mercury, in flasks		50	per pound.
				500 sail needles	1	00	per 100.
				1,000 seaming needles	1	00	per 100.
				100 roping needles	1	50	per 100.
				18 pounds oil-stones, estimated at 3 pounds each		10	per pound.
				4 sets pokers, shovels and tongs	2	00	per set.
				1 ream heavy wrapping paper	5	00	per ream.
				24 pounds thrums		50	per pound.
				6 thermometers	1	00	each.
				6 thermometers for salinometers	1	50	do.
11	June	30	A. Q. Wendell	3 adzes, carpenter's, handled	1	75	do.
				1 adze, hollow, handled	1	00	do.
				1 adze, cooper's, handled	2	00	do.
				3 axes, broad, handled	2	00	do.
				1 axe, cooper's, handled	1	75	do.
				12 axes, wood, handled	1	00	do.
				1 dozen awls, brad, handled		25	per dozen.
				4 dozen awls, wire, handled		25	do.
				3 dozen awls, shoemaker's, handled		16	do.

Kittery.

LIST OF CONTRACTS—Continued.

.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
.	1860.				
11	June 30	A. Q. Wendell—Contin'd.	280 pounds anvils, estimated at 140 pounds each	$0 14 per pound.	Kittery.
			40 pounds burrs, copper, assorted	60 do.	
			2 braces and bitts, wood, complete (48 bitts)	8 00 per set.	
			2 braces and bitts, iron, complete (20 bitts)	3 00 do.	
			2 bevels, steel-tongued	25 each.	
			3 dozen buttons, plate brass	50 per dozen.	
			6 dozen bolts, flush, brass, 6 by 1¼ inch	8 00 do.	
			1 dozen bolts, neck, brass, 6 inches	8 00 do.	
			2 balances, spring, to weigh 25 pounds	2 50 each.	
			1 balance, spring, to weigh 50 pounds	5 00 do.	
			100 pounds brass, sheet, assorted	35 per pound.	
			2 cooper's crows	5 each.	
			1 brand, ship's name	5 00 do.	
			1 dozen compasses, carpenter's	1 50 per dozen.	
			½ dozen compasses, armorer's	10 00 do.	
			1 dozen chisels, firmer, assorted, handled	2 75 do.	
			1 dozen chisels, socket, assorted, handled	7 00 do.	
			6 sets couplings and boxes, complete, for hand pumps	1 00 per set.	
			1 set dies, letters and figures, ⅜ inch	10 00 do.	
			2 diamonds, glazier's	2 00 each.	
			1 set drills, with box and bow	4 00 per set.	
			6 dozen escutcheous, plate brass, assorted	40 per dozen.	
			1 dozen escutcheons, thread, assorted	10 do.	
			6 dozen files, hand-saw, 5 to 6 inches	1 25 do.	
			5 dozen files, flat bastard, 8 to 14 inches	6 00 do.	
			1 dozen files, cabinet maker's, wood, 8 to 12 inches	4 00 do.	
			2 dozen gimlets, nail, assorted	10 do.	
			½ dozen gauges, carpenter's	2 00 do.	
			1 dozen gimlets, spike, assorted	2 00 do.	
			1 dozen gouges, firmer, handled, assorted	2 50 do.	
			½ dozen gouges, socket, handled, assorted	12 00 do.	
			6 gridirons	30 each.	
			6 griddles	25 do.	

2 hammers, tinner's, handled	1 00	do.
25 pairs hinges, brass, butt, shifting pins, 4½ by 4 inches	1 25	per pair.
50 pairs hinges, brass, butt, shifting pins, 4 by 3½ inches	1 00	do.
6 pairs hinges, brass, butt, shifting pins, 4½ by 3 inches	1 00	do.
50 pairs hinges, brass, butt, stationary pins, 3¼ by 3¼ inches	62	do.
50 pairs hinges, brass, butt, stationary pins, 2½ by 1½ inches	6	do.
12 pairs secretary hinges and fastenings, complete, brass, 5 by 5 inches	1 50	do.
10 pairs table hinges, brass, 2½ by 4½ inches	50	do.
12 pairs iron butt hinges, 2 by 1½ to 4 by 4 inches	5	do.
2 dozen hooks, cabin door, brass, 3 to 6 inches	2 00	per dozen.
5 dozen hooks, coat and hat, brass	1 50	do.
2 dozen hooks, pantry, brass, 1 to 2½ inches	50	do.
2 dozen japanned coat hooks	20	do.
2 knives, drawing	25	each.
2 dozen knobs, black walnut	75	per dozen.
2 dozen knobs, brass, with spindles	1 00	do.
2 kettles, pitch, from 16 to 20 inches diameter at top	3 00	each.
3 kettles, iron, tea	62	do.
2 kettles, fish	2 00	do.
1 kettle, glue	4 00	do.
2 kettles, camp	25	do.
10 dozen keys, blank, drawer, lock	25	per dozen.
2 dozen keys, padlock	75	do.
2 dozen iron padlocks	3 00	do.
10 dozen locks, drawer, 2¾ inches, brass	4 00	do.
10 dozen locks, brass, closet, 3½ inches, right and left	3 75	do.
1 dozen locks, brass, book-case, 2 by 3 inches	2 50	do.
6 dozen locks, drawer, 2¾ inches, iron	2 50	do.
6 dozen locks, iron, closet, 2½ by 4 inches, right and left. [All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three (3) kinds of keys to the dozen.]	4 00	do.
12 ladles, iron	15	each.
2 lathes, turning, and tools, complete, for wood and iron	25 00	do.
3 planes, grooving, width of iron ¼ to 1 inch	10	do.
2 planes, molding	10	do.
2 planes, smoothing, width of iron 1¾ to 2 inches	10	do.
2 planes, beading, width of iron ¼ to ¾ inch	10	do.

LIST OF CONTRACTS—Continued.

.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
	1860.				
11	June 30	A. Q. Wendell—Cont'd.	6 pincers, assorted	$0 25 each.	Kittery.
			6 plyers, assorted	4 do.	
			6 pans, frying, assorted sizes	5 do.	
			20 pans, stew	1 00 do.	
			2 pots, iron	10 do.	
			12 rules, 2 feet, double and single jointed	50 do.	
			12 rasps, wood, assorted	15 do.	
			100 pounds rivets, iron, cooper's	15 per pound.	
			50 pounds rivets, sheave, ¾ to 3¾ inches	25 do.	
			20 pounds rivets, copper, boat, assorted	40 do.	
			2 saws, wood, with frames, complete	2 00 each.	
			3 saws, hand	1 25 do.	
			5 saws, hack, with frame	1 25 do.	
			6 saws, compass, 10 to 15 inches	30 do.	
			1 saw, dovetail	25 do	
			2 saws, key-hole and pad, 6 to 12 inches	50 do.	
			3 saws, tenon	2 00 do.	
			1 saw set	1 25 do.	
			1 scale beam, to weigh 1,000 pounds	10 00 do.	
			6 screws, bench and clamp	2 50 do.	
			2 screws, jack, 2½ to 3 feet, equal to Ballard's	15 00 do.	
			5 gross screws, brass, gimlet point, Nos. 4 to 26	3 75 per gross.	
			5 gross screws, iron, gimlet point, Nos. 3 to 24	2 00 do.	
			2 shaves, spoke	10 each.	
			2 squares, 2 feet, steel	10 do.	
			2 squares, 2 feet, iron	20 do.	
			24 shovels, coal, steel	1 00 do.	
			24 shovels, steel	70 do.	
			6 shovels, scoop, steel	90 do.	
			24 scrapers, ship, handled, steel blades	10 do.	
			1 shears, bench, tinners'	4 00 do.	
			2 shears, hand, tinners'	1 00 do.	
			2 stakes, edging	3 00 do.	
			1 stake, planishing	1 00 do.	

				3 screw plates and taps, large size	1	50	do.	
				3 screw plates and taps, small size	2	00	do.	
				6,000 tacks, iron, gimp		2	per M.	
				25,000 tacks, iron cut		10	do.	
				6 table fasteners, 2½ by 2½ inches		20	each.	
				120 pounds vise, bench, from 3½ to 5½-inch jaws		12	per pound.	
				1 vise, hand		10	each.	
				50 pounds wire, brass, assorted		40	per pound.	
				75 pounds wire, copper, assorted		40	do.	
				30 pounds wire, iron		2	do.	
				6 water-closet fixtures, water valves, stop cocks, china basin, complete	12	00	each.	
				2 water closet basins, china	1	25	do.	
				6 wrenches, screw	1	00	do.	
				500 pounds rigging leather, sides not less than 10 pounds.		35	per pound.	
				150 pounds pump leather, sides not less than 30 pounds.		32	do.	
				100 pounds bellows leather, sides not less than 6 pounds.		50	do.	
				50 clamp brushes		20	each.	
				75 hand scrubbing brushes		22	do.	
				12 tar brushes, short handled		34	do.	
				50 whitewash brushes		56	do.	
				6 hand dusting brushes		40	do.	
				6 painters' dusting brushes		38	do.	
				6 varnish brushes		75	do.	
				24 paint brushes, 0000		75	do.	
				6 glue brushes, per sample		29	do.	
				24 sash-tool brushes, assorted		15	do.	
				1 pound bristles	2	50	per pound.	
				6 flue brushes		70	each.	
July	12	June	30	G. & W. P. Ffrost..... 20 cords oak wood	6	72	per cord....	Kittery.
				5 cords pine wood	3	92	do.	
				2 cords hickory wood	7	88	do.	
July	12	June	30	Wm. P. Griffith..... 6 blank-books, cap size, one quire, half bound, faint lined.		20	each.....	Gosport.
				6 blank-books, cap size, two quires, half bound, faint lined		40	do.	
				6 expenditure books, full bound, per sample	5	00	do.	
				18 blank-books, cap size, three quires, half bound, feint lined		50	do.	
				8 letter books, cap size, three quires, half bound, feint lined		50	do.	
				40 memorandum books, one quire thick, half bound, with loops		10	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 12	June 30	William P. Griffith—Con..	12 memorandum books, two quires thick, bound in leather	$0 10 each.	Gosport.....
			4 dividers, brass	25 do.	
			20 sand boxes, hard wood	15 do.	
			6 bottles carmine ink, half pints	20 do.	
			20 bottles black ink, half pints	10 do.	
			40 bottles black ink, pints	15 do.	
			40 ink-stands, assorted	15 do.	
			24 penknives, four blades, Congress	1 00 do.	
			12 ivory pounce boxes and pounce	25 do.	
			6 gross steel pens, in cards, assorted	1 00 per gross.	
			56 dozen pencils, drawing, best black, and equal to Faber's	40 per dozen.	
			1,000 slate-pencils, best white Rutland	30 per 100.	
			4 dozen camels-hair pencils	20 per dozen.	
			2 reams log paper	6 00 per ream.	
			2 reams foolscap paper, regulation ruled	4 00 do.	
			1 ream foolscap paper, feint lined	3 00 do.	
			6 reams letter paper, feint lined	2 50 do.	
			40 sheets drawing paper, double elephant	20 per sheet.	
			40 sheets drawing paper, elephant	15 do.	
			20 sheets tracing paper, double elephant	15 do.	
			2 portfolios	1 50 each.	
			5,000 quills No. 80	6 00 per M.	
			8 parallel rulers, ebony, 24 inches	75 each.	
			18 double log slates, hard wood frames	1 25 do.	
			8 wafer seals, ivory	37½ do.	
			8 Gunter's scales	30 do.	
			8 pounds wafers, (American)	40 per pound.	
			8 pounds sealing wax	60 do.	
July 13	June 30	Wm. Mathews	20 pieces 18-inch red bunting	5 75 per piece..	Brooklyn.
			5 pieces 12-inch.....do	3 00 do.	
			5 pieces 9-inch.....do	2 00 do.	

		10 pieces 4½-inch red bunting	2	50	do.	
		15 pieces 18-inch blue bunting	5	75	do.	
		5 pieces 12-inch.....do	3	00	do.	
		5 pieces 9-inch.....do	3	00	do.	
		5 pieces 4½-inch.....do	2	75	do.	
		20 pieces 18-inch white bunting	5	50	do.	
		5 pieces 12-inch.....do	3	00	do.	
		5 pieces 9-inch.....do	2	75	do.	
		10 pieces 4½-inch.....do	2	50	do.	
		5 pieces 18-inch green bunting	5	00	do.	
		5 pieces 18-inch yellow bunting	5	00	do.	
		200 yards white muslin, ¾ yard wide		9	per yard.	
		100 yards Barnsley sheeting, 80 inches wide		60	do.	
		5 yards green baize, 48 inches wide		65	do.	
		25 yards fearnaught, 52 inches wide	2	40	do.	
		15 yards satinet, 26 inches wide		75	do.	
		10 yards broad cloth, 52 inches wide	2	25	do.	
		10 yards hair cloth, 30 inches wide	1	50	do.	
		5 yards hair cloth, 24 inches wide	1	00	do.	
		10 yards linen tape		1	do.	
		10 pounds white linen thread		75	per pound.	
		20 pounds black and assorted linen thread		75	do.	
		50 pounds white curled hair		35	do.	
		25 papers sewing needles		5	per paper.	
		3 gross black buttons		25	per gross.	
		30 rolls of worsted binding		30	per roll.	
		3 dozen spools sewing cotton		50	per dozen.	
		20 yards baize, green		50	per yard...	Philadelphia.
		2 pieces red bunting, 18 inches	5	75	per piece.	
		2 pieces blue bunting, 18 inches	5	75	do.	
		2 pieces white bunting, 18 inches	5	50	do.	
		2 pieces green bunting, 18 inches	5	00	do.	
		2 pieces yellow bunting, 18 inches	5	00	do.	
		66 yards white muslin, ¾ yard wide, double twilled		10	per yard.	
		20 yards black muslin, ¾ yard wide		8	do.	
		2 pieces 2-inch girting		25	per piece.	
		72 yards black gimp		5	per yard.	
		50 yards fearnaught	2	40	do.	
		10 yards broad cloth	2	40	do.	
		30 yards hair cloth, 16 to 34 inches	1	35	do.	
		7 pounds linen thread, white, red, and black, assorted		85	per pound.	
		124 pounds white curled hair		35	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 13	June 30	W. Mathews—Continued..	2 papers sewing needles	$1 5 per paper.	Philadelphia.
			3 pieces worsted binding, 12 yards each	35 per piece.	
			50 bolts No. 2 flax canvas	16 50 per bolt...	Gosport.
			50 bolts No. 3 flax canvas ..	16 00 do.	
			100 bolts No. 4 flax canvas ..	14 75 do.	
			60 bolts No. 5 flax canvas	13 25 do.	
			100 bolts No. 7 flax canvas ..	10 25 do.	
			350 bolts No. 8 flax canvas	9 25 do.	
			40 bolts, light raven's duck	6 00 do.	
			1,500 pounds flax sewing twine	33 per pound.	
			1,000 yards flax coal bagging, 30 inches wide	25 per yard	
			30 pieces 18-inch red bunting	5 75 per piece.	
			20 pieces 18-inch blue bunting	5 50 do.	
			30 pieces 18-inch white bunting	5 50 do.	
			100 yards white muslin, ¾ yard wide	9 per yard.	
			40 yards green baize	50 do.	
			20 yards fearnaught	2 00 do.	
			30 yards casinet	25 do.	
			5 pounds red thread	80 per pound.	
			20 pounds black linen thread	80 do.	
			5 pounds white curled hair	35 do.	
			18 papers sewing needles	5 per paper.	
			50 spools sewing cotton, No. 20	5 per spool.	
July 13	June 30	S. P. Brown	400 inches black spruce spars, from 5 to 10 inches diameter	17 per inch	Brooklyn.
			4 pieces black spruce spars, from 70 to 75 feet long	25 00 each.	
			3 pieces black spruce spars, from 66 to 69 feet long	25 00 do.	
			3 pieces black spruce spars, from 60 to 65 feet long	20 00 do.	
			50 pieces black spruce poles, 2½ inches diameter, 20 feet long	20 do.	
July 13	June 30	S. P. Brown	1,000 inches black spruce spars, 5 to 10 inches diameter.	18 per inch. ...	Gosport
			12 pieces black spruce spars, 50 feet long, 11 inches diameter	6 00 each.	

July	13	May	15	S. P. Brown	2,000 cubic feet white oak curve timber	54	per cubic ft.	Kittery.
July	13	June	30	S. P. Brown	200 cubic feet white pine logs	50	do	Warrington.
					10,000 feet, board measure, white pine boards No. 1, 1 inch thick	55 00	per M feet.	
					5,000 feet, board measure, white pine boards No. 2, 1 inch thick	55 00	do.	
					5,000 feet, board measure, white pine plank No. 1, 2 inches thick	55 00	do.	
					5,000 feet, board measure, white pine plank No. 2, 2 inches thick	55 00	do.	
July	14	June	30	G. H. Oneal	2,000 feet, board measure, black walnut, 1 to 2 inches thick	90 00	do	Warrington.
					200 feet, board measure, St. Domingo mahogany plank, 3½ inches	170 00	do.	
					1,000 pounds pressed-iron spikes, from 4 to 6 inches long.	5	per pound.	
					1,000 pounds pressed-iron spikes, from 6½ to 8½ inches long	6	do.	
					100 pounds wrought-iron nails, 6d to 30d	8	do.	
					30 pounds wrought-iron nails, clout, ½ to ¼ inch	15	do.	
					1,000 pounds iron cut nails, from 4d to 40d	5	do.	
					100 pounds iron cut finishing nails, from 1 to 2 inches	4½	do.	
					200 pounds iron cut brad-head nails, from 4d to 10d	5	do.	
					50,000 iron cut brads, ¾ to 1½ inch	10	per M.	
					20 barrels pitch, each containing not less than 300 pounds.	3 00	per barrel.	
					30 barrels No. 1 rosin, each containing not less than 300 pounds	2 70	do.	
July	14	June	30	William Brand & Co	20 bolts No. 1 flax canvas	16 50	per bolt	Charlestown.
					100 bolts No. 2....do	16 00	do.	
					100 bolts No. 3....do	14 80	do.	
					100 bolts No. 4....do	14 40	do.	
					25 bolts No. 5.....do	11 90	do.	
					25 bolts No. 6.....do	11 30	do.	
					10 bolts No. 7.....do	9 80	do.	
					10 bolts No. 8.....do	8 50	do.	
					20 bolts light raven's duck	8 50	do.	
					500 yards flax coal bagging, 30 inches wide	35	per yard.	
					500 pounds flax sewing twine, 2 and 3 thread	10	per pound.	
					50 bolts No. 1 flax canvas	16 20	per bolt	Brooklyn.
					110 bolts No. 2....do	15 75	do.	
					250 bolts No. 3....do	14 50	do.	
					60 bolts No. 4.....do	13 40	do.	
					10 bolts No. 5.....do	12 20	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 14	June 30	Wm. Brand & Co.—Con'd.	60 bolts No. 6 flax canvas	11 00 per bolt....	Brooklyn.
			55 bolts No. 7.....do	9 70 do.	
			50 bolts No. 8.....do	9 20 do.	
			30 bolts light raven's duck	8 50 do.	
			500 yards flax coal bagging, 30 inches wide	35 per yard.	
			500 pounds flax sewing twine, 2 and 3 thread	35 per pound.	
			5 bolts No. 1 flax canvas	16 20 per bolt....	Philadelphia.
			20 bolts No. 2....do	15 60 do.	
			50 bolts No. 3....do	15 30 do.	
			20 bolts No. 4....do	13 50 do.	
			10 bolts No. 5....do	11 75 do.	
			10 bolts No. 6....do	11 00 do.	
			20 bolts No. 7....do	9 50 do.	
			30 bolts No. 8....do	8 70 do.	
			4 bolts light ravens duck	9 00 do.	
			200 yards flax coal bagging, 30 inches wide	35 per yard.	
			124 pounds flax sewing twine, 2 and 3 thread	40 per pound.	
July 14	June 30	H. J. Hanson	1,500 gallons winter strained sperm oil	1 20 per gallon..	Brooklyn.
			500 gallons best quality lard oil, for lubricating	1 10 do.	
			40 gallons neatsfoot oil	1 00 do.	
			15 gallons sweet oil	1 50 do.	
			100 gallons fish oil	65 do.	
			75 pounds best hard brown soap	7 per pound.	
			50 pounds best salt-water soap	7 do.	
			25 pounds old castile soap	15 do.	
			3,000 pounds pure beef tallow	14 do.	
July 14	June 30	A. E. Cutter	6 pounds gum arabic, refined	25 do.....	Charlestown.
			6 books, letter size, three quires, half bound	75 each.	
			36 books, memorandum, half bound, with loops, 1 quire thick	12 do.	
			36 books, memorandum, bound in leather, 1 quire thick	10 do.	
			20 yards tracing cloth, 54 inches wide	30 per yard.	
			12 bottles carmine ink, half-pint bottles	20 per bottle.	

				2,000 envelopes, large size	3	25	per M	
				1,000 envelopes, small size	2	50	do.	
				12 folders, paper, ivory		10	each.	
				48 bottles black ink, half-pints		12	do.	
				24 bottles black ink, pints		20	do.	
				24 inkstands		10	do.	
				6 India ink saucers		10	do.	
				6 ink standishes		62	do.	
				6 pieces India ink		6	do.	
				24 penknives, four blades, Congress		75	do.	
				24 gross steel pens, assorted		60	per gross.	
				12 dozen pencils, best black, equal to Faber's		20	per dozen.	
				50 dozen pencils, slate, best white, Rutland		3	do.	
				1 dozen pencils, camel's hair		10	do.	
				10 reams regulation cap paper, faint lined	3	00	per ream.	
				3 reams paper, log		25	do.	
				10 reams paper, cap, faint lined, ruled	2	00	do.	
				10 reams paper, letter.....do.....	1	50	do.	
				6 reams paper, envelope		25	do.	
				3 reams paper, blotting		20	do.	
				1 ream paper, cartridge	7	50	do.	
				50 sheets paper, drawing, double elephant		20	per sheet.	
				50 sheets paper, drawing, elephant		10	do.	
				50 sheets paper, tracing, double elephant		10	do.	
				24 pins, drawing		4	each.	
				5,000 quills, No. 80		10	per M.	
				2 pounds rubber, prepared, in ounce pieces		80	per pound.	
				24 slates, double, log, hard-wood frames	1	00	each.	
				12 slates, single.....do.....do.....		20	do.	
				10 dozen sand, black, half-pint papers		90	per dozen.	
				100 pieces taste, silk		1	per piece.	
July	15	June	30	W. E. Hooper..... 25 bolts No. 3, cotton canvas	9	80	per bolt..	Charlestown.
				50 bolts No. 4.....do.....	9	45	do.	
				50 bolts No. 5.....do.....	8	95	do.	
				25 bolts No. 6.....do.....	8	55	do.	
				50 bolts bag stuff, 42 inches wide	18	00	do.	
				50 bolts hammock stuff, 42 inches wide	24	00	do.	
				5 bolts No. 2 cotton canvas	10	25	do.....	Brooklyn.
				10 bolts No. 3.....do.....	9	80	do.	
				150 bolts No. 4.....do.....	9	45	do.	
				80 bolts No. 5.....do.....	8	95	do.	
				50 bolts No. 6.....do.....	8	55	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 15	June 30	W. E. Hooper—Cont'd....	5 bolts No. 7 cotton canvas	$8 25 per bolt..	Brooklyn.
			20 bolts No 8.....do	7 75 do.	
			5 bolts No. 9.....do	7 25 do.	
			20 bolts No. 10.....do	7 00 do.	
			5 bolts cot stuff, 30 inches wide	12 00 do.	
			75 bolts bag stuff, 42 inches wide	18 00 do.	
			150 bolts hammock stuff, 42 inches wide	24 00 do.	
			200 yards methuen duck, 30 inches wide	15 per yard.	
			1 bolt No. 1 cotton canvas	10 80 per bolt..	Philadelphia.
			4 bolts No. 2 cotton canvas	10 25 do.	
			4 bolts No. 3.....do	9 80 do.	
			20 bolts No. 4.....do	9 45 do.	
			6 bolts No. 5.....do	8 95 do.	
			8 bolts No. 6.....do	8 55 do.	
			4 bolts No. 7.....do	8 25 do.	
			4 bolts No. 8.....do	7 75 do.	
			10 bolts No. 9.....do	7 25 do.	
			20 bolts No. 10.....do	7 00 do.	
			3 bolts cot stuff, 30 inches wide	12 00 do.	
			20 bolts bag stuff, 42 inches wide	18 00 do.	
			30 bolts hammock stuff, 42 inches wide	24 00 do.	
			25 yards burlap canvas, ¼ wide	16 per yard.	
			100 bolts No. 4 cotton canvas	9 45 per bolt..	Gosport.
			75 bolts No. 5.....do	8 95 do.	
			50 bolts No. 6.....do	8 55 do.	
			12 bolts No. 9.....do	7 25 do.	
			40 bolts No. 10.....do	7 00 do.	
			76 bolts bag stuff, 42 inches wide	18 00 do.	
			100 bolts hammock stuff, 42 inches wide	24 00 do.	
			5 bolts No. 2 cotton canvas	11 25 do.....	Warrington
			5 bolts No. 3.....do	10 80 do.	
			25 bolts No. 4.....do	10 45 do.	
			25 bolts No. 5.....do	9 95 do.	

				25 bolts, No. 6... ....do	9	55	do.	
				25 bolts, No. 7... ....do	9	25	do.	
				25 bolts, No. 8... ....do	8	75	do.	
				5 bolts, No. 9 .....do	8	25	do.	
				5 bolts, No. 10 .....do	8	00	do.	
				10 bolts cot stuff, 30 inches wide	14	00	do.	
				10 bolts bag stuff, 42 inches wide	21	00	do.	
				25 bolts hammock stuff, 42 inches wide	28	00	do.	
15	June	30	E. Jones	6 pounds refined gum arabic		00.1	per lb.	Brooklyn.
				48 blank-books, cap size, 1 quire, faint lined, half bound.		20	each.	
				60 blank-books, cap size, 2 quires .....do		30	do.	
				36 blank-books, cap size, 3 quires .....do		00.1	do.	
				8 letter books, cap size, 3 quires .....do		00.1	do.	
				96 memorandum books, 1 quire thick, half bound, with loops		15	do.	
				96 memorandum books, 1 quire thick, bound in leather..		00.1	do.	
				24 sand-boxes, hard wood		00.1	do.	
				150 yards tracing cloth, 54 inches wide		40	do.	
				36 bottles carmine ink, half-pints		00.1	do.	
				72 bottles black ink .....do		15	do.	
				72 bottles black ink, pints		30	do.	
				3 bottles blue ink, quarts		00.1	do.	
				36 papers ink powder		00.1	do.	
				12 pieces India ink		00.1	do.	
				60 inkstands, assorted		50	do.	
				12 ink saucers		00.1	do.	
				12 erasers, with ivory handles		00.1	do.	
				24 paper folders, ivory		00.1	do.	
				24 penknives, four blades, Congress	2	00	do.	
				6 desk knives, ivory handles		00.1	do.	
				24 ivory pounce boxes and pounce		00.1	do.	
				30 gross steel pens, assorted	1	00	per gross.	
				12 dozen penholders, to suit pens		50	per dozen.	
				36 dozen best black lead pencils, equal to Faber's		75	do.	
				3 dozen drawing pencils, Lignes		00.1	per doz.	
				1,000 slate pencils, best white, Rutland		00.1	per 100.	
				18 dozen camel's hair pencils		00.1	per doz.	
				1 dozen sable hair pencils		00.1	do.	
				9 reams log paper		00.1	per r'm.	
				50 reams foolscap paper, regulation, ruled		00.1	do.	
				19 reams foolscap paper, faint lined	5	00	do.	
				30 reams letter paper, faint lined	4	00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 15	June 30	E. Jones—Continued.....	11 reams envelope paper.....	$0 00.1 per r'm.	Brooklyn.
			3 reams blotting paper.....	00.1 do.	
			5 reams cartridge paper.....	00.1 do.	
			5 reams note paper.....	2 00 do.	
			1 roll drawing paper, 30 yards long, 54 inches wide.....	00.1 per roll.	
			75 sheets drawing paper, double elephant.....	35 per sheet.	
			24 sheets drawing paper, elephant.....	00.1 do.	
			6 sheets drawing paper, antiquarian.....	1 00 do.	
			48 sheets tracing paper, double elephant.....	30 do.	
			48 drawing pens.....	00.1 each.	
			108 drawing pins.....	00.1 do.	
			2 portfolios.....	1 00 do.	
			6,000 quills, No. 80.....	6 00 per M.	
			12 parallel rulers, 24-inch, ebony.....	00.1 each.	
			12 round rulers, ebony.....	00.1 do.	
			12 flat rulers.....	00.1 do.	
			17 pounds India rubber, prepared, 1 ounce pieces.....	2 00 per pound.	
			60 double log slates, hard-wood frames.....	00.1 each.	
			34 single slates, hard-wood frames.....	00.1 do.	
			12 porcelain slates, 8 by 10 inches.....	00.1 do.	
			24 wafer seals, ivory handles.....	00.1 do.	
			12 dozen papers black sand, half pints.....	00.1 per doz.	
			18 Gunter's scales.....	00.1 each.	
			224 pieces red tape.....	5 per piece.	
			100 pieces silk taste.....	30 do.	
			16 pounds wafers, American.....	00.1 per lb.	
			16 pounds sealing wax.....	1 00 do.	
			6,000 self-sealing envelopes, assorted sizes and colors.....	6 00 per M.	
July 15	June 30	C. P. Knapp.....	200 pieces white oak staves, in length 62 inches.....	10 per piece.	Warrington.
			200 pieces white oak staves, in length 56 inches.....	9 do.	
			500 pieces white oak staves, in length 34 inches.....	6 do.	
			500 pieces white oak heading, in length 32 inches.....	6 do.	
			50 clamp brushes.....	1 00 each.	

			50 hand scrubbing brushes	25	do.	
			25 tar brushes, short handled	50	do.	
			25 whitewash brushes	1 00	do.	
			12 dusting brushes	75	do.	
			12 varnish brushes	50	do.	
			20 paint brushes, 00	50	do.	
			20.....do..... 000	60	do.	
			20.....do..... 0000	75	do.	
			20.....do..... 00000	90	do.	
			20.....do..... 000000	1 25	do.	
			12 sash-tool brushes	25	do.	
			6 glue brushes	25	do.	
			24 flue brushes, per sample	50	do.	
			3 pounds bristles	1 00	per pound.	
July	15	Wm. H. Maurice.....	1 account book	50	each.....	Philadelphia.
			12 blank-books, cap size, 1 quire, half bound, faint lined.	36	do.	
			2 blank-books, cap size, 2 quires, half bound, faint lined.	75	do.	
			1 blank-book, cap size, 3 quires, half bound, faint lined.	1 00	do.	
			2 expense books	1 00	do.	
			8 books, memorandum, watch and station bills, per sample	50	do.	
			2 books, blank station bills, per sample	50	do.	
			60 blank monthly returns, per sample	2	do.	
			230 blank weekly returns, per sample	2	do.	
			12 books, memorandum, 1 quire thick, bound in leather.	20	do.	
			1 book, receipt	1 00	do.	
			3 bottles, black ink	12	do.	
			1 bottle, red ink	25	do.	
			6 dozen papers, black sand, half pints	75	per dozen.	
			10 yards tracing cloth, 54 inches wide	50	per yard.	
			2 inkstands, assorted	50	each.	
			8 papers ink powder, black	1	do.	
			1 pound prepared India rubber, in ounce pieces	1 00	per pound.	
			1 ivory pounce box and pounce	25	each.	
			4 penknives, Congress, four blades	1 00	do.	
			2 dozen penholders, to suit pens	25	per dozen.	
			2 dozen pencils, drawing, best black, and equal to Faber's.	62	do.	
			50 slate pencils, best white Rutland	4	each.	
			46 camel's hair pencils	3	do.	
			24 sable hair pencils	6	do.	
			2 gross steel pens	75	per gross.	
			3 reams log paper	10 00	per ream.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 15	June 30	Wm. H. Maurice—Cont'd.	3 reams foolscap, faint lined	$2 50 per ream..	Philadelphia.
			1 ream letter paper, faint lined	2 50 do.	
			1 ream blotting paper	2 50 do.	
			12 sheets drawing paper, double elephant	20 per sheet.	
			500 quills, No. 80.	6 00 per M.	
			18 quires daily requisitions, per sample	50 per quire.	
			1 parallel ruler, ebony, 24 inches	1 50 each.	
			1 round ruler, ebony	30 do.	
			1 flat ruler	25 do.	
			2 sand boxes, hard wood	10 do.	
			3 double log slates, hard-wood frames	1 00 do.	
			3 single slates, hard-wood frames	62 do.	
			4 Gunter's scales	50 do.	
			6 pieces red tape	3 do.	
			¼ pound wafers, American	24 per pound.	
July 15	June 30	William A. Wheeler.....	6 books, blank, cap size, one quire, half bound, faint lined	50 each.....	Kittery.
			6 books, blank, cap size, two quires, half bound, faint lined	60 do.	
			4 books, blank, cap size, three quires, half bound, faint lined	75 do.	
			6 books, letter, three quires, half bound, faint lined	75 do.	
			24 books, memorandum, half bound, with loops, one quire thick	20 do.	
			24 books, memorandum, bound in leather, one quire thick	20 do.	
			6 boxes, sand, hard wood	20 do.	
			24 yards tracing cloth, 54 inches wide	50 per yard.	
			6 bottles carmine ink, half-pint bottles	30 each.	
			4 erasers, with ivory handles	50 do.	
			6 folders, paper, ivory	40 do.	
			24 bottles black ink, half-pint, Maynard & Noyes	20 do.	
			24 bottles black ink, pints, Maynard & Noyes	25 do.	

24 papers ink powder, best quality	6	per paper.	
12 ink stands, assorted	50	each.	
6 penknives, four blades	1 25	do.	
12 pounce and boxes, ivory	75	do.	
1 gross steel pens, assorted	5 00	per gross.	
2 dozen penholders, to suit pens	50	per dozen.	
6 dozen pencils, drawing, best black, and equal to Faber's	75	do.	
250 pencils, slate, best white Rutland	40	per 100.	
2 dozen pencils, camel's hair	1 00	per dozen.	
2 reams paper, log	5 00	per ream.	
10 reams paper, regulation, cap faint lined	3 00	do.	
10 reams paper, cap, faint lined, ruled	3 00	do.	
2 reams paper, letter, faint lined, ruled	3 00	do.	
1 ream paper, envelope	4 00	do.	
1 ream paper, blotting	4 50	do.	
½ ream paper, cartridge	6 00	do.	
24 sheets paper, drawing, double elephant	25	per sheet.	
12 sheets paper, drawing, elephant	20	do.	
12 sheets paper, tracing, double elephant	25	do.	
6 pens, drawing	50	each.	
1,000 quills, No. 80	10 00	per M.	
4 rulers, parallel, ebony, 24 inches	1 50	each.	
4 rulers, round, ebony	50	do.	
5 rulers, flat	50	do.	
2 pounds rubber, prepared, in ounce pieces	1 50	per pound.	
12 slates, double log, hard-wood frames	1 25	each.	
6 slates, single log, hard-wood frames	75	do.	
4 slates, porcelain, 8 by 10 inches	1 00	do.	
6 seals, wafer, ivory	50	do.	
2 dozen sand black, half-pint papers	12½	per paper.	
6 scales, Gunter's	75	each.	
50 pieces tape, red	3	per piece.	
10 pieces taste, silk	20	do.	
5 pounds wafers, (American)	50	per pound.	
5 pounds wax, sealing	75	do.	
1,000 self-sealing envelopes, assorted sizes and colors	5 00	per M.	
6 pounds refined gum arabic	50	per pound.	Warrington.
12 sand boxes, hard wood	50	each.	
10 yards tracing cloth, 54 inches wide	75	per yard.	
6 pieces India ink	50	each.	
12 inkstands, assorted	1 00	do.	
6 India ink saucers	75	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 15	June 30	Wm. A. Wheeler—Cont'd	6 erasers, with ivory handles	$0 75 each.	Warrington.
			12 penknives, four blades, Congress	1 50 do.	
			6 desk knives, ivory handles	75 do.	
			12 ivory pounce boxes and pounce	75 do.	
			12 gross steel pens, assorted	2 20 per gross.	
			12 dozen penholders, to suit pens	50 per dozen.	
			12 dozen pencils, drawing, best black	1 00 do.	
			2 dozen camel's hair pencils	2 00 do.	
			1 dozen sable hair pencils	5 00 do.	
			12 drawing pens	75 each.	
			1,000 quills, No. 80	10 00 per M.	
			2 pounds rubber, prepared, in ounce pieces	2 00 per pound.	
			12 pieces erasive gum	25 each.	
			12 double log slates, hard-wood frames	1 50 do.	
			12 single slates, hard-wood frames	75 do.	
			12 wafer seals, ivory	50 do.	
			1 dozen papers black sand, half-pints	5 00 per dozen.	
			12 Gunter's scales	50 each.	
			50 pieces red tape	10 per piece.	
			25 pieces silk taste	20 do.	
			5 pounds wafers, American	50 per pound.	
			5 pounds sealing wax	1 50 do.	
			6 brass dividers	75 each.	
July 16	June 30	R. M. Nichols	1 ton of lignumvitæ, 7 inches diameter	35 00 per ton	Brooklyn.
			1 ton of lignumvitæ, 8 inches diameter	40 00 do.	
			1 ton of lignumvitæ, 9 inches diameter	40 00 do.	
July 16	June 30	N. W. Coffin	5 pounds flax whipping twine	35 per pound.	Brooklyn.
			50 pounds flax seine twine	35 do.	
			500 pounds cotton twine 5 to 8 thread	23 do.	
			20 pounds flax whipping twine	35 do	Charlestown.
			300 pounds cotton twine, 5 to 8 thread	22½ do.	
			500 barrels thin tar, each containing not less than thirty gallons	2 45 per barrel.	

			50 barrels pitch, each containing not less than 300 pounds	2	35	do.	
			25 barrels No. 1 rosin, each containing not less than 300 pounds	2	00	do.	
			10 barrels soft clear turpentine, each containing not less than 280 pounds	4	50	do.	
			60 gallons tar oil		65	per gallon.	
16	June 30	William Lang	5,000 pounds round iron, from $\frac{1}{4}$ to $1\frac{7}{8}$ inch		3	per pound.	Kittery.
			1,000.....do.....do .....22 to 3 inch		$3\frac{1}{8}$	do.	
			1,000.....do.....do ..... $3\frac{1}{4}$ to 6 inch		$3\frac{1}{8}$	do.	
			1,000.....do square iron..... $\frac{1}{2}$ to 2 inch		3	do.	
			1,000.....do.....do ..... $2\frac{1}{4}$ to $5\frac{1}{2}$-inch		$3\frac{1}{8}$	do.	
			1,000 pounds hammered square iron, from 2 to 5 inches.		$3\frac{1}{2}$	do.	
			2,000 pounds flat iron, from $\frac{1}{4}$ to 1 inch thick, from $1\frac{1}{4}$ to 9 inches wide		$3\frac{1}{4}$	do.	
			1,000 pounds flat iron, from $1\frac{1}{4}$ to 2 inches thick, from 4 to 10 inches wide		$3\frac{1}{4}$	do.	
			500 pounds hoop iron, from $\frac{1}{16}$ to $\frac{1}{8}$ inch, from $\frac{3}{4}$ to $2\frac{1}{4}$ inches wide		4	do.	
			500 pounds thimble iron, $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide		4	do.	
			500 pounds boiler plate iron, from $\frac{3}{16}$ to $\frac{3}{8}$ inch thick		5	do.	
			100 pounds boiler rivets, $\frac{1}{2}$ inch and over		6	do.	
			500 pounds extra cast-steel, from $\frac{3}{8}$ to $2\frac{1}{2}$ inches square		14	do.	
			150 pounds blister steel		3	do.	
			500 gallons winter strained sperm oil	1	50	per gallon.	
			25 gallons best quality lard oil for lubricating	1	10	do.	
			6 gallons neatsfoot oil	1	00	do.	
			250 gallons fish oil		50	do.	
			100 pounds best hard brown soap		6	do.	
			50 pounds old castile soap		5	do.	
			2,000 pounds pure beef tallow		11	do.	
			50 lights 7 by 9 inch double thick crown glass		4	per light....	Brooklyn.
			50..... 8 by 10.....do.....do		4	do.	
			50..... 9 by 12.....do.....do		6	do.	
			50..... 10 by 12.....do.....do		12	do.	
			100..... 10 by 14.....do.....do		10	do.	
			50..... 10 by 16.....do.....do		10	do.	
			10..... 11 by 15.....do.....do		10	do.	
			50..... 12 by 14.....do.....do		12	do.	
			30..... 12 by 16.....do.....do		12	do.	
			50..... 12 by 18.....do.....do		16	do.	
			20..... 14 by 18.....do.....do		18	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 16	June 30	William Lang—Continued.	25 lights 14 by 20 inch double thick crown glass	$0 20 per light.	Brooklyn.
			10..... 16 by 24.....do.....do	30 do.	
			10..... 24 by 30.....do.....do	30 do.	
			10 port glasses, 6 inches in diameter, 1 inch thick, polished	1 00 each.	
			6 clear magazine lens, 12 inches diameter, 1¼ inch thick, polished	5 50 do.	
			10 straight deck lights, 10 by 3 inches	75 do.	
			6 lights green glass	20 do.	
			6 lights red glass	20 do.	
			2 bevel air port lights, per pattern	6 00 do.	
			50 lens for lanterns, per sample	60 do.	
			30 glass tubes for water gauges of boilers	40 do.	
			50 pounds ground glass	10 do.	
			1,000 pounds drawn lead pipe, from ¼ to 2½ inches diameter	8 do.....	Gosport.
			600 pounds sheet zinc	10 per pound.	
			4,000 pounds pig zinc	6 do.	
			2,000 pounds banca tin	32 do.	
			400 pounds brazier's spelter solder	30 do.	
July 16	June 30	S. & E. Knight	30 cords oak wood	7 25 per cord...	Charlestown.
			10 cords pine wood	10 do.	
July 16	June 30	Horton, Hall & Co	50,000 pounds round iron, ⅜ to 2½ inch	3¼ per pound.	Charlestown.
			3,000 pounds round iron, 2⅝ to 3 inch	3 do.	
			3,000 pounds round iron, 3¼ to 5½ inch	3 do.	
			2,000 pounds square iron, ¼ to 2 inch	3 do.	
			2,000 pounds square iron, 2¼ to 5½ inch	3 do.	
			1,000 pounds hammered square iron, 1 to 4 inch	3 do.	
			15,000 pounds flat iron, from ¼ to 1 inch thick, from 1¼ to 9 inches wide	3 do.	
			3,000 pounds flat iron, from 1¼ to 2 inches thick, from 4 to 10 inches wide	3 do.	
			1,000 pounds hoop iron, from 1/16 to ⅛ inch thick, from ¾ to 2¼ inches wide	3 do.	

200 pounds angle iron	1	do.	
500 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{8}$ inch thick, $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	2	do.	
600 pounds boiler-plate iron, $\frac{3}{16}$ to $\frac{3}{8}$ inch thick	2	do.	
300 pounds boiler-plate iron, $\frac{1}{16}$ to $\frac{1}{2}$ inch thick	2	do.	
100 pounds boiler rivets, $\frac{1}{2}$ inch and over	2	do.	
200 pounds sheet iron, Nos. 15 to 25	4	do.	
100 pounds Russia sheet iron, Nos 18 to 24	4	do.	
400 pounds cast-steel, $\frac{1}{2}$ to 2 inches square	20	do.	
100 pounds octagon steel	5	do.	
100 pounds German steel	5	do.	
100 pounds blister steel	5	do.	
1,000 pounds iron spike rods, $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	2	do.	
500 pounds Russia nail rods	2	do.	
1,000 pounds wrought iron spikes, 4 to 6 inches long	33	do.	
5,000 pounds wrought iron spikes, 6½ to 9 inches long	33	do.	
300 pounds wrought iron nails, 6d to 30d	7	do.	
100 pounds wrought iron boat nails, 4d to 20d	2	do.	
300 pounds wrought iron sheathing nails, 2 to 3 inch	2	do.	
25 pounds wrought iron clout nails, from 1½ to 1¼ inch	12	do.	
2,000 pounds iron cut nails, from 4d to 40d	3½	do.	
50 pounds iron finishing nails, 1 to 2 inch	7	do.	
100 pounds iron cut brad-head nails, 4d to 10d	3½	do.	
1,500 pounds drawn lead pipe, from ½ to 2½ inches diameter	10	do.	
500 pounds sheet zinc	10	do.	
1,500 pounds pig zinc	5	do.	
1,500 pounds banca tin	28	do.	
20 pounds braziers' or spelter solder	10	do.	
20 pounds tinners' or soft solder	10	do.	
5 boxes tin plate, XX 14 by 25	5 00	per box.	
5 boxes tin plate, IC, 10 by 14	5 00	do.	
5 boxes tin plate, IC, 14 by 20	5 00	do.	
2 adzes, carpenter's, handled	50	each.	
1 adze, hollow, handled	50	do.	
1 adze, cooper's, handled	50	do.	
3 axes, broad, handled	50	do.	
12 axes, wood, handled	1 00	do.	
1 dozen awls, brad, handled	25	per dozen.	
1 dozen awls, wire, handled	25	do.	
1 dozen awls, shoemaker's, handled	25	do.	
25 pounds burrs, copper, assorted	50	per pound.	

LIST OF CONTRACTS—Continued.

.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
.	1860.				
16	June 30	Horton, Hall & Co.—Con.	2 braces and bitts, wood, complete, 48 bitts	$1 50 per set....	Charlestown.
			1 brace and bitts, iron, complete, 20 bitts	50 do.	
			2 dozen buttons, plate, brass	25 per dozen.	
			2 bells, cabin, with crank and fixtures, complete	25 each.	
			12 water-closet basins, china	2 25 do.	
			50,000 brads, iron, assorted	2 per M.	
			25 pounds brass, sheet, assorted	40 per pound.	
			1 dozen compasses, carpenter's	1 00 per dozen.	
			1 dozen chisels, firmer, assorted, handled	1 00 do.	
			1 dozen chisels, socket, assorted, handled	1 00 do.	
			1 set dies, letters and figures, ⅜ inch	4 00 per set.	
			1 diamond, glazier's	1 00 each.	
			1 set drills, with box and bow	1 00 do.	
			1 drill stock-press	1 00 do.	
			1 drill-brace	1 00 do.	
			3 dozen files, hand-saw, 5 to 6-inch	1 00 per dozen.	
			1 dozen files, whip-saw, 6 to 8-inch	1 00 do.	
			1 dozen files, flat, bastard, 8 to 14-inch	1 50 do.	
			1 dozen files, flat, fine, 8 to 12-inch	1 00 do.	
			1 dozen files, cross-cut, 6 to 12-inch	1 50 do.	
			1 dozen files, rat-tail, 5 to 10-inch	1 00 do.	
			1 dozen files, flat, single-cut, 12-inch	1 00 do.	
			1 dozen files, round, 8 to 14-inch	1 50 do.	
			1 dozen files, four-sided, 8 to 14-inch	1 50 do.	
			1 dozen files, half-round, 8 to 14-inch	1 50 do.	
			1 dozen files, safe-edge, 8-inch	1 00 do.	
			1 dozen nail-gimlets, assorted	1 00 do.	
			1 dozen spike-gimlets, assorted	1 00 do.	
			1 dozen firmer-gouges, handled, assorted	1 00 do.	
			1 dozen socket-gouges, handled, assorted	1 00 do.	
			12 gridirons	50 each.	
			6 griddles	1 00 do.	
			6 hammers, tinner's, handled	10 do.	

24 hammers, claw, handled	50	do.
12 hatchets, cast-steel, handled	10	do.
24 pairs brass butt-hinges, 4 by 4½ inches, shifting pins.	50	per pair.
24 pairs brass butt-hinges, 4 by 4 inches, shifting pins.	42	do.
24 pairs brass butt-hinges, 4 by 3½ inches, shifting pins.	37	do.
24 pairs brass butt-hinges, 4 by 3½ inches, stationary	25	do.
24 pairs brass butt-hinges, 3½ by 2½ inches, stationary	25	do.
24 pairs brass butt-hinges, 2½ by 2 inches, stationary	25	do.
24 pairs brass butt-hinges, 2 by 1½ inches, stationary	25	do.
24 pairs iron butt-hinges, 4 by 3½ inches, stationary	5	do.
24 pairs iron butt-hinges, 2 by 2 to 4 by 3½ incs., station'y	5	do.
1 dozen hooks, cabin-door, brass, 4 to 6-inch	6 00	per dozen.
6 pairs hasps, joint, chest, and staple	25	per pair.
12 knives, sail	25	each.
12 kettles, copper, tea	4 00	do.
12 kettles, iron, tea	50	do.
6 kettles, fish	1 00	do.
6 sets knobs, mineral	25	per set.
6 sets knobs, white mineral	25	do.
1 dozen locks, brass, mortice, 3 by 4 inches, in thickness ⅝ of an inch, brass keys, furniture plated, white porcelain knobs, complete, right and left	15 00	per dozen.
1 dozen locks, brass, dead, 3 by 5 inches	1 50	do.
1 dozen locks, brass, drawer, 2 by 3¾ inches	4 00	do.
1 dozen locks, brass, chest, 3 by 4 inches	1 50	do.
1 dozen locks, brass, closet, 6 by 4 inches	1 50	do.
1 dozen locks, brass, closet, 1¾ by 3 inches	1 50	do.
1 dozen locks, brass, book-case, 2 by 3 inches	1 50	do.
1 dozen locks, brass, desk, 3½ inches	1 50	do.
2 dozen locks, brass, pad, 2½ to 3-inch	8 00	do.
6 dozen locks, iron, pad, 2½ to 3-inch	3 00	do.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
1 set castings for turning lathe, with turning tools complete, for wood and iron	5 00	per set.
2 planes, smoothing, width of iron 1¾ to 2 inches	56	each.
2 planes, long-jointer, width of iron 2½ inches	1 00	do.
2 planes, short-jointer, width of iron 2¼ inches	1 00	do.
1 plane, jointer, long, cooper's	50	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 16	June 30	Horton, Hall & Co.—Con.	1 plane, jointer, short, cooper's	$0 50 each	Charlestown.
			2 planes, block	50 do.	
			1 plane, plow, 8 bitts	1 00 do.	
			2 planes, match, to suit ¾ and ⅛ boards	1 00 do.	
			2 pincers, assorted	25 do.	
			2 plyers, assorted	10 do.	
			12 frying-pans	50 do.	
			24 stew-pans	1 00 do.	
			12 bake-pans	50 do.	
			2 bots, iron	50 do.	
			12 rasps, wood, assorted	10 do.	
			100 pounds rivets, iron, cooper's	2 per pound.	
			400 pounds rivets, sheave, ¾ to 3½-inch	2 do.	
			50 pounds rivets, copper, boat, assorted	40 do.	
			6 saws, hand, 2 feet 6 inches	50 each.	
			50 gross screws, brass, gimlet-point, Nos. 4 to 24	2 00 per gross.	
			50 gross screws, iron, gimlet-point, Nos. 3 to 24	25 do.	
			12 shovels, coal, steel	1 50 each.	
			12 shovels, steel	50 do.	
			4 planes, jack, widths of iron from ¾ to 2 inches	50 do.	
			50 scrapers, ship, handled, steel blade	30 do.	
			1 shears, bench, tinner's	1 00 do.	
			1 shears, hand	1 00 do.	
			1 shears, sheep	50 do.	
			1 stake, iron	50 do.	
			1 stake, edging, tinner's	1 00 do.	
			1 stake, planishing	4 00 do.	
			25,000 tacks, iron, cut	10 per M.	
			25,000 tacks, copper, cut	50 do.	
			100 pounds wire, brass, assorted	5 per pound.	
			1,000 pounds wire, copper...do	40 do.	
			100 pounds wire, iron.....do	2 do.	
			25 pounds wire, steel.....do	2 do.	

3,000 pounds pure dry white lead	6	do.
1,500 pounds pure dry white lead, in oil, 25 and 50 lb. kegs.	8	do.
2,500 pounds white zinc paint, in oil	8	do.
2,000 pounds red lead, dry	6	do.
700 pounds litharge, dry	4	do.
2,500 pounds whiting	1	do.
2,000 pounds lamp black	6	do.
700 pounds French yellow ocher	1	do.
20 pounds Turkey umber	2	do.
5 pounds terra de sienna	2	do.
100 pounds chrome green	20	do.
100 pounds Venitian red, dry, English	1	do.
6 pounds Chinese vermilion, dry	10	do.
2 pounds Chinese blue, dry	10	do.
2 pounds ultramarine blue, dry	10	do.
2 pounds Prussian blue	10	do.
75 pounds gum shellac	5	do.
4 pounds ivory black	5	do.
1,000 gallons linseed oil, raw	72	per gallon
300 gallons spirits of turpentine	40	do.
30 gallons spirits of wine, 95 per cent. proof	10	do.
10 gallons copal varnish	2 00	do.
30 gallons Japan varnish	15	do.
30 gallons white demar varnish	2 00	do.
20 gallons coach varnish	50	do.
20 pounds ground pumice stone	5	per pound.
500 pounds rigging leather, sides not less than 10 pounds.	10	do.
100 pounds pump leather, sides not less than 30 pounds.	10	do.
50 pounds bellows leather, sides not less than 6 pounds.	60	do.
4 skins buff leather	50	per skin.
50 pounds dressed raw-hides, not less than 18 pounds.	10	per pound.
50,000 pounds ox-hides, for rope, of largest size, fleshed and hair removed	9¼	do.
50 clamp brushes	20	each.
50 hand scrubbing brushes	20	do.
100 whitewash brushes	75	do.
25 paint brushes, 000	58	do.
25 paint brushes, 0000	75	do.
25 paint brushes, 00000	88	do.
25 paint brushes, 000000	1 00	do.
25 sash tool brushes, assorted	8	do.
1 pound bristles	1 00	per pound.

LIST OF CONTRACTS—Continued.

.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
.	1860.				
16	June 30	Horton, Hall & Co.—Con.	25 pieces 18-inch red bunting	$7 00 per piece.	Charlestown.
			5 pieces 12-inch.....do	3 00 do.	
			25 pieces 18-inch blue bunting	7 00 do.	
			20 pieces 18-inch white bunting	6 00 do.	
			5 pieces 12-inch blue bunting	1 50 do.	
			5 pieces 12-inch white bunting	1 25 do.	
			30 yards white muslin ¾ yard wide	10 per yard.	
			50 pounds white curled hair	40 per pound.	
			500 yards osnaburgs	2 per yard.	
			1,000 gallons winter-strained sperm oil	1 40 per gallon.	
			100 gallons best quality lard oil, for lubricating	10 do.	
			15 gallons neatsfoot oil	10 do.	
			100 gallons whale oil	90 do.	
			150 pounds hard brown soap	10 per pound.	
			25 pounds Castile soap	3 do.	
			500 pounds pure tallow	12 do.	
			400 pounds beeswax	30 do.	
			100 bath brick	1 each.	
			360 brooms, hickory	20 do.	
			360 brooms, corn	25 do.	
			100 bushels charcoal	15 per bushel.	
			5 silver calls	4 00 each.	
			50 chimneys, lamp	3 do.	
			500 yards cloth, gunny	15 per yard	
			2 barrels clay, fire	50 per barrel.	
			100 pounds white chalk	2 per pound.	
			500 pounds cotton waste	2 do.	
			50 pounds cotton batting	5 do.	
			6 drum snares	10 each.	
			10 pounds emery flour	3 per pound.	
			10 pounds emery, assorted	3 do.	
			6 reams emery cloth	12 00 per ream.	
			3 glasses, 60″	1 00 each.	

					3 glasses, 30″	1 00	do.	
					50 pounds glue	5	per pound.	
					25 sheets horn for lanterns	2	each.	
					1 line, measuring, metallic, 75 to 100 feet	2 00	do.	
					12 lamps with reflectors, small size	50	do.	
					5 barrels lime, of 200 pounds each	1 00	per barrel.	
					50 pounds mercury, in flasks	50	per pound.	
					200 needles, sail	1	per 100.	
					100 needles, roping	1	do.	
					160 pounds rubber, sheet, packing	50	per pound.	
					10 pounds rotten stone, lump	2	do.	
					6 thermometers	1 60	each.	
					50 pounds mop yarn	2	per pound.	
					20 pounds valve gum	2	do.	
					20 palms, mounted, seaming	50	each.	
					20 palms, mounted, roping	50	do.	
July	17	June	30	N. W. Coffin	2,500 feet white ash oar rafters, from 12 to 18 feet long	7	per foot.	Kittery.
					1,000 pieces white oak staves, in length 62 inches	9	per piece.	
					500.....do.....do.....do.....do... 56...do	8½	do.	
					500.....do.....do.....do.....do... 46...do	8	do.	
					1,000...do.....do.....do.....do... 34...do	7½	do.	
					1,000...do.....do.....heading ....do... 32...do	7	do.	
July	18	June	30	J. R. Pugh	350 feet leading hose, in 25 feet lengths	80	per foot.	Kittery.
					60 feet suction hose, in 6 feet lengths	1 80	do.	
					150 feet leading hose, in 25 feet lengths	80	do.....	Charlestown
					72 feet suction hose, in 6 feet lengths	1 80	do.	
					300 feet leading hose, in 25 feet lengths	75	do.....	Brooklyn.
					50 feet suction hose, in 6 feet lengths	1 80	do.	
					325 feet leading hose, in 25 feet lengths	75	do.....	Philadelphia
					62 feet suction hose, in 6 feet lengths	1 75	do.	
					1,100 feet leading hose, in 25 feet lengths	74	do.....	Gosport.
					100 feet suction hose, in 6 feet lengths	1 70	do.	
					600 pounds rigging leather, sides not less than 10 pounds.	42	per pound.	Warrington
					300 pounds pump leather, sides not less than 30 pounds.	33	do.	
					600 pounds bellows leather, sides not less than 6 pounds.	45	do.	
					150 pounds oil-tanned leather, sides not less than 30 pounds.	32	do.	
					3 skins of buff leather	3 00	per skin.	
					500 feet leading hose, in 25 feet lengths	84	per foot.	
					120 feet suction hose, in 6 feet lengths	1 80	do.	
July	18	June	30	J. H. Sprague	4,000 pounds pure dry white lead	7	per pound.	Philadelphia.
					1,500 pounds pure white lead in oil, in 25 and 50 pound kegs	8	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 18	June 30	J. H. Sprague—Continued.	850 pounds black paint, in oil, in 25 and 50 pound kegs.	$0 04 per pound.	Philadelphia.
			500 pounds white zinc paint, in oil, in 50 pound kegs.....	6 do.	
			550 pounds red lead, dry.....	8 do.	
			450 pounds litharge, dry.....	6 do.	
			2,000 pounds whiting, dry.....	¾ do.	
			250 pounds lamp black, dry.....	4 do.	
			250 pounds French yellow ocher, dry.....	¼ do.	
			12 pounds Turkey umber, dry.....	4 do.	
			5 pounds terra de sienna, dry.....	4 do.	
			12 pounds chrome yellow, dry.....	20 do.	
			30 pounds chrome green, dry.....	10 do.	
			2 pounds India red, dry.....	15 do.	
			50 pounds Venetian red, dry, English.	3 do.	
			2 pounds Chinese vermilion, dry	2 00 do.	
			2 pounds Prussian blue, dry.....	70 do.	
			2 pounds ultramarine blue, dry.....	50 do.	
			12 pounds gum shellac.....	20 do.	
			5 pounds ivory black.....	25 do.	
			2 pounds Vandyke brown.....	15 do.	
			500 gallons linseed oil, raw.....	61 per gallon.	
			100 gallons spirits of turpentine.....	50 do.	
			30 gallons spirits of wine, 95 per cent. proof.....	1 00 do.	
			12 gallons copal varnish	2 00 do.	
			2 gallons coach varnish.....	3 00 do.	
			22 gallons Japan varnish	62 do.	
			5 gallons white demar varnish.....	1 25 do.	
			25 gallons bright varnish.....	12 do.	
			1 barrel soft soap.....	2 00 per barrel.	
			25 lights 7 by 9 inch, double thick crown glass.....	4 per light.	
			50...do....8 by 10.....do.....do.....do.....	5 do.	
			50...do....9 by 12.....do.....do.....do.....	8 do.	
			75...do...10 by 12.....do.....do.....do.....	8 do.	
			100 do...10 by 14.....do.....do.....do.....	9 do.	

				25...do...10 by 16.....do.....do.....do.....	9	do.	
				25...do...11 by 15.....do.....do.....do.....	9	do.	
				50...do...12 by 14.....do.....do.....do.....	10	do.	
				50...do...12 by 16.....do.....do.....do.....	12	do.	
				50...do...12 by 18.....do.....do.....do.....	16	do.	
				20...do...16 by 24.....do.....do.....do.....	25	do.	
				20...do...24 by 30.....do.....do.....do.....	80	do.	
				72 port glasses, 6 inches diameter, 1 inch thick, center polished.....	85	each.	
				6 clear magazine lens, 12 inches diameter, $1\frac{1}{2}$ inch thick, center polished.....	5 00	do.	
				10 straight deck lights, 10 by 3 inches.....	1 00	do.	
				45 clamp brushes, blocks and handles.....	17	do.	
				45 hand scrubbing brushes.....	10	do.	
				18 tar brushes, short-handled.....	30	do.	
				65 whitewash brushes.....	30	do.	
				4 hand dusting brushes.....	22	do.	
				12 painter's dusting brushes.....	42	do.	
				14 varnish brushes.....	40	do.	
				55 paint brushes, 00.....	35	do.	
				24 paint brushes, 00000.....	50	do.	
				36 paint brushes, 000000.....	70	do.	
				33 sash tool brushes, No. 7.....	15	do.	
				10 camel hair brushes.....	5	do.	
				2 pounds bristles, white, O'Katha.....	3 25	per pound.	
18	June	30	J. L. Savage.....	50,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inch.....	3	do.....	Brooklyn.
				5,000 pounds round iron, from $2\frac{5}{8}$ to 3 inch.....	$2\frac{1}{2}$	do.	
				2,000 pounds round iron, from $3\frac{1}{4}$ to 6 inch.....	3	do.	
				5,000 pounds square iron, from $\frac{1}{2}$ to 2 inch.....	$2\frac{1}{2}$	do.	
				5,000 pounds square iron, from $2\frac{1}{4}$ to 5 inch.....	2	do.	
				2,000 pounds square iron, hammered, from 1 to 5 inch...	5	do.	
				15,000 pounds flat iron, $\frac{1}{4}$ to 1 inch thick, $1\frac{1}{4}$ to 9 inches wide.....	3	do.	
				5,000 pounds flat iron, $1\frac{1}{4}$ to 2 inches thick, 4 to 10 inches wide.....	$2\frac{1}{2}$	do.	
				1,000 pounds hoop iron, $\frac{3}{16}$ to $\frac{1}{4}$ inch thick, $\frac{3}{4}$ to $2\frac{1}{2}$ inches wide.....	4	do.	
				1,000 pounds angle iron.....	4	do.	
				1,000 pounds T iron.....	5	do.	
				2,000 pounds thimble iron, $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, $\frac{1}{4}$ to $2\frac{1}{2}$ inches wide.....	4	do.	
				6,000 pounds boiler plate iron, $\frac{3}{16}$ to $\frac{3}{8}$ inch thick.....	5	do.	

LIST OF CONTRACTS—Continued.

.	Expiration.	Name of contractors.	Articles.	Rates.	Navy-yard where deliverable.
.	1860.				
19	June 30	J. L. Savage—Continued...	3,000 boiler plate iron, $\frac{7}{16}$ to $1\frac{3}{8}$ inch thick	4 per pound.	Brooklyn.
			1,000 puddle plate iron, from 6 to 10 wire guage	3¼ do.	
			1,000 boiler rivets, ½ inch and over	5 do.	
			100 pounds boiler rivets, from ¼ to under ½ inch	7 do.	
			100 pounds sheet iron, Nos. 12 to 20	4 do.	
			200 pounds Russia sheet iron, Nos. 10 to 20	10 do.	
			500 pounds extra cast steel, ⅞ to 2½ inches square	15 do.	
			1,000 pounds best cast steel, ⅞ to 2½ inches square	14 do.	
			300 pounds best octagon steel, ⅞ to 1½ inch	14 do.	
			300 pounds best German steel	10 do.	
			300 pounds best blister steel	10 do.	
			200 pounds best spring steel	5 do.	
			4,000 pounds drawn lead pipe, ½ to 2½ inches diameter	7½ do.	
			100 pounds sheet zinc	10 do.	
			1,500 pounds slab zinc	6 do.	
			2,500 pounds banca tin	30 do.	
			150 pounds brazier's or spelter solder	25 do.	
			100 pounds tinner's or soft solder	20 do.	
			1 box tin plate, IX	11 00 per box.	
			30 boxes tin plate, IC, 10 by 14	10 00 do.	
			2 boxes tin plate, SDX	14 00 do.	
			25,000 pounds round iron, from $\frac{5}{16}$ to 2½ inches	3¼ per pound.	Philadelphia
			3,000 pounds round iron, from 2⅝ to 3 inches	2½ do.	
			5,000 pounds round iron, from 3¼ to 5½ inches	2 do.	
			10,000 pounds square iron, from ½ to 2 inches	3 do.	
			2,500 pounds square iron, from 2¼ to 5½ inches	2 do.	
			1,500 flat iron, from ¼ to ½ inch thick, from 1 to 9 inches wide	3 do.	
			1,000 pounds flat iron, from 1¼ to 2 inches thick, from 4 to 10 inches wide	2½ do.	
			12,500 pounds best hammered flat iron, from ¼ to 2 inches thick, and from 1½ to 8 inches wide	4 do.	
			2,500 pounds hammered square iron, from 1 to 4 inches	3 do.	

500 pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$, and from $\frac{1}{2}$ to $2\frac{1}{2}$ inches	4	do.		
2,500 pounds boiler plate iron, $\frac{3}{16}$ to $\frac{3}{8}$	5	do.		
1,000 pounds boiler plate iron, $\frac{7}{16}$ to $\frac{1}{2}$	4	do.		
2,500 pounds sheet plate iron, Nos. 14 to 22	4	do.		
100 pounds Russia sheet iron, Nos. 18 to 24	5	do.		
2,000 pounds spike rod iron, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	$2\frac{1}{2}$	do.		
300 pounds clinch or saucer ring iron, from $\frac{3}{8}$ to $1\frac{1}{4}$ inch	12	do.		
50 pounds extra cast steel, from $\frac{3}{4}$ to $2\frac{1}{2}$ inches square	15	do.		
50 pounds octagon steel, from $\frac{3}{4}$ to $1\frac{1}{2}$ inch square	14	do.		
25 pounds German steel	5	do.		
50 pounds blockmakers' rivets, from 1 to 2 inches	15	do.		
112 pounds iron hoops	4	do.		
30,000 pounds round iron, from $\frac{3}{16}$ to $2\frac{1}{2}$ inch	3	do.		Washington.
4,500 pounds square iron, from $\frac{3}{4}$ to $2\frac{1}{2}$ inch	$2\frac{1}{2}$	do.		
3,000 pounds flat iron, from $\frac{1}{4}$ to $1\frac{1}{2}$ inch thick, and from $1\frac{1}{4}$ to 9 inches wide	3	do.		
600 pounds best cast steel, from $\frac{1}{2}$ to 3 inch, square	14	do.		
150 pounds best cast steel, from $\frac{1}{2}$ to 3 inch, round	10	do.		
100 pounds best cast steel, from $\frac{1}{2}$ to $1\frac{1}{2}$ inch, octagon	5	do.		
200 pounds best shear steel, $\frac{1}{2}$ by 3 inches, flat	10	do.		
150 pounds best large size blister steel	8	do.		
50,000 pounds best Missouri pig lead	$6\frac{1}{2}$	do.		
3,000 pounds best slab zinc	$7\frac{1}{2}$	do.		
5,000 pounds best English or banca tin	29	do.		
50 pounds best brazier's solder, long grained	25	do.		
2 boxes of bright tin plate, IXRG, 10 by 14 inches	12 00	per box.		
2 boxes of bright tin plate, XX, 12 by 17 inches	14 00	do.		
1 coil of 1 inch lead pipe, weight say 200 pounds	$9\frac{3}{4}$	per pound.		
250 pounds pure tallow	12	do.		
20,000 pounds plate iron, $\frac{1}{4}$ to $1\frac{1}{2}$ inch thick, from 20 to 60 inches wide, and 50 to 90 inches long	4	do.		
15,000 pounds galley plate iron, as ordered	$4\frac{3}{4}$	do.		
8,000 pounds galley bar iron, as ordered	4	do.		
5,000 pounds iron rivets, $\frac{1}{2}$ to 1 inch diameter	$5\frac{1}{2}$	do.		
500 pounds iron rivets, $\frac{1}{4}$ to under $\frac{1}{2}$ inch diameter	9	do.		
10,000 pounds chain iron, from $\frac{3}{8}$ to $1\frac{1}{8}$ inch in diameter	4	do.		
80,000 pounds chain iron, from $1\frac{3}{8}$ to 2 inches in diameter	$3\frac{1}{2}$	do.		
150,000 pounds best quality American ingot copper	$22\frac{1}{2}$	do.		
8 smith's bellows, each 32 inches wide and 44 inches long, exclusive of pipe, which is to be 10 inches, as per sample	10 50	each.		

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 18	June 30	J. L. Savage—Continued	100,000 pounds round iron, from $\frac{3}{16}$ to 2½ inches	$0 3 per pound.	Gosport.
			6,000 pounds round iron, from 2½ to 3 inches	3¼ do.	
			15,000 pounds round iron, from 3¼ to 6 inches	3 do.	
			50,000 pounds square iron, from ¼ to 2 inches	3 do.	
			8,000 pounds square iron, from 2¼ to 5½ inches	3 do.	
			8,000 pounds spike rods from ¼ to $\frac{7}{16}$ inch square	3 do.	
			5,000 pounds hammered square iron, 1 to 5 inches	3 do.	
			10,000 pounds flat iron, ¼ to 1 inch thick, from 1¼ to 9 inches wide	3 do.	
			4,000 pounds flat iron, 1¼ to 2 inches thick, 4 to 10 inches wide	3 do.	
			600 pounds hoop iron, $\frac{1}{16}$ to ⅛ inch thick, ¾ to 1¼ inches wide	4 do.	
			1,000 pounds thimble iron, $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, ½ to 2½ inches wide	4 do.	
			4,000 pounds boiler plate iron, $\frac{3}{16}$ to ¾ inch thick	5 do.	
			2,000 pounds boiler plate iron, $\frac{1}{16}$ to $\frac{13}{16}$ inch	5 do.	
			400 pounds sheet iron, Nos. 12 to 20	4 do.	
			500 pounds Russia sheet iron, Nos. 18 to 24	10 do.	
			500 pounds extra cast steel, from ⅜ to 2½ inches square	16 do.	
			50 pounds German steel	5 do.	
			600 pounds wrought iron nails, 6d. to 30d	6 do.	
			50 pounds wrought iron nails, clout, ½ to 1½ inches	10 do.	
			1,000 pounds iron cut nails, 4d. to 40d	3½ do.	
			100 pounds finishing nails, ½ to 2 inches	8 do.	
July 18	June 30	H. N. Easby	12,000 feet, board measure, white pine boards, No. 1, from 1 to 1½ inches, inclusive	42 00 per M feet.	Washington.
			3,000 feet, board measure, white pine boards, No. 1, from 2 to 3 inches, inclusive	42 00 do.	
			45,000 feet, board measure, white pine boards, No. 3, from 1 to 2 inches, inclusive	15 00 do.	
			50 tons No. 1 best cold blast American pig iron, 2,240 pounds to the ton	27 50 per ton	

18	June	30	William D. Kennedy.....	25 tons No. 2 best American pig iron, 2,240 lbs. to the ton	24	50	do.	
				15 carpenter's adzes, handled	1	00	each.....	Brooklyn.
				1 hollow adze, handled	1	50	do.	
				1 cooper's adze, handled	1	50	do.	
				15 carpenter's broad axes, handled	1	50	do.	
				1 cooper's broad ax, handled	2	50	do.	
				30 wood axes, handled	1	15	do.	
				2 pick axes, with hoe combined, handled	2	00	do.	
				4 dozen brad awls, handled		60	per dozen.	
				4 dozen wire awls, handled		60	do.	
				2 dozen shoemaker's awls, handled		90	do.	
				560 pounds anvils, estimated at about 140 pounds each...		7	per pound.	
				100 pounds copper burrs, assorted		45	do.	
				5 braces, wood, and bitts, complete (48 bitts)	3	00	per set.	
				2 bevels, steel-tongued		50	each	
				4 dozen brass buttons, plate	1	10	per dozen.	
				5 dozen brass flush bolts, 4 to 6 inches by 1 to 1¼ inches	4	00	do.	
				2 spring balances, to weigh 150 pounds	2	00	each.	
				200 pounds sheet brass, assorted		35	per pound.	
				1 bung borer	1	00	each.	
				1 tap borer		50	do.	
				2 bells, complete, engineer's, per sample	5	00	do.	
				1 cooper's crow	3	00	do.	
				1 dozen carpenter's compasses	2	00	per dozen.	
				1 dozen cooper's compasses	2	00	do.	
				1 dozen armorer's compasses	6	00	do.	
				4 dozen firmer chisels, assorted, handled	3	00	do.	
				½ dozen socket chisels, assorted, handled	8	00	do	
				12 sets couplings and boxes, complete, for hand pmups..	3	00	per set.	
				2 smith's callipers		50	each.	
				4 callipers, 6 to 24 inches, engineer's	1	50	do.	
				6 cranks and segments for bells, brass		50	do.	
				2 sets brass fixed-wheel castors		50	per set.	
				1 set dies, letters and figures, ⅜ inch	8	00	do.	
				2 glazier's diamonds	6	00	each.	
				6 brass dividers		50	do.	
				1 dozen brass plate escutcheons, assorted		50	per dozen.	
				1 dozen brass thread escutcheons, assorted		50	do.	
				1 pound brass escutcheon pins, assorted	1	00	do.	
				4 dozen taper files, 3 to 8 inches	2	00	do.	
				1 dozen rat-tail files, assorted	2	00	do.	
				1 dozen whip-saw files	3	00	do.	

LIST OF CONTRACTS—Continued.

.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard when deliverable.
.	1860.				
18	June 30	W. D. Kennedy—Contin'd	1 dozen flat bastard files, 8 to 14 inches	6 50 per dozen.	Brooklyn
			1 dozen flat smooth files, 8 to 14 inches	6 50 do.	
			1 dozen safe-edge files, 8 to 12 inches	6 00 do.	
			1 dozen hand smooth files, 10 to 14 inches	6 50 do.	
			1 dozen half-round bastard files, 10 to 14 inches	6 50 do.	
			1 dozen round bastard files, 8 to 12 inches	6 00 do.	
			1 dozen 3-square bastard files, 6 to 10 inches	4 00 do.	
			1 dozen 4-square bastard files, 8 to 14 inches	4 00 do.	
			1 dozen cabinetmaker's wood-files, 8 to 12 inches	4 50 do.	
			1 dozen cross-cut saw files	4 00 do.	
			3 filters, with cock and couplings complete	1 00 each.	
			6 6-inch gongs, with stop-cranks and fixtures complete	1 00 do.	
			6 dozen nail gimlets, assorted	50 per dozen.	
			1 dozen spike gimlets, assorted	1 50 do.	
			¼ dozen carpenter's gauges	2 00 do.	
			2 dozen firmer gouges, handled, assorted	3 00 do.	
			¼ dozen socket gouges, handled, assorted	8 00 do.	
			24 gridirons	20 each.	
			24 griddles	20 do.	
			4 tinner's hammers, handled	50 do.	
			4 saddler's hammers, handled	1 00 do.	
			2 cooper's hammers, handled	1 00 do.	
			12 rivet hammers, handled	55 do.	
			4 hand hammers, handled	60 do.	
			12 claw hammers, handled	50 do.	
			24 hatchets, cast steel, handled	40 do.	
			6 pairs brass butt hinges, 4 inch, shifting pins	1 00 per pair.	
			48 pairs brass butt hinges, 3½ inch, shifting pins	85 do.	
			72 pairs brass butt hinges, 3 inch, stationary pins	50 do.	
			108 pairs brass butt hinges, 2½ inch, stationary pins	30 do.	
			108 pairs brass butt hinges, 2 inch, stationary pins	30 do.	
			2 pairs brass secretary hinges and fastenings complete, 5 by 5 inch	80 do.	

2 pairs brass table hinges, 2½ inches	50	do.
25 pairs iron butt hinges, 2 by 1½ to 4 by 4 inch	40	do.
1 dozen brass cabin door hooks, 4 to 6 inches	6 00	per dozen.
2 dozen brass coat hooks	3 00	do.
10 dozen brass pantry hooks	1 00	do.
2 dozen japanned coat hooks	1 00	do.
2 dozen iron side hooks and eyes, 2½ inch	40	do.
6 dozen iron flush handles, 2½ inch	3 00	do.
6 waffle irons	50	each.
5 drawing knives	25	do.
6 putty knives	50	do.
2 dozen black walnut knobs	60	per dozen.
1 dozen mahogany knobs	60	do.
4 dozen brass knobs, ¾ inch	60	do.
2 dozen brass knobs and spindles	7 00	do.
1 pitch kettle, 16 to 20 inches diameter at top	2 00	each.
1 glue kettle	2 50	do.
20 iron tea kettles	25	do.
6 fish kettles	50	do.
12 camp kettles	50	do.
6 composition door lock keys	50	do.
6 dozen blank drawer lock keys	50	per dozen.
2 dozen blank padlock keys	75	do.
12 dozen iron padlocks, 2½ to 3 inches	3 00	do.
6 dozen brass padlocks, 2½ to 3 inches	6 00	do.
3 dozen brass dead locks, 5 inches	4 00	do.
12 dozen brass drawer locks, 2¾ to 3¼ inches	4 00	do.
½ dozen brass cupboard locks, 4 by 2½ inches	6 00	do.
1 dozen brass book-case locks, 2 by 3 inches	5 00	do.
4 dozen brass wardrobe locks, 2½ to 4 inches	4 00	do.
3 dozen brass mortice locks, 4½ to 3½ inches	4 00	do.
½ dozen brass chest locks, 3½ inches	5 00	do.
1 dozen iron mortice locks, 3½ and 4 inches	6 00	do.
1 dozen iron chest locks, 3½ inches	4 00	do.
1 dozen iron drawer locks, assorted	6 00	do.
1 dozen iron closet locks, 2½ and 4 inch	2 00	do.
All the locks to be spring and tumbler, with brass works, keys of brass to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
1 molding plane	25	each

LIST OF CONTRACTS—Continued.

...e.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
9. 18	June 30	Wm. D. Kennedy—Con'd.	1 grooving plane, width of iron ¼ to 1 inch	$1 50 each	Brooklyn.
			6 smoothing planes, width of iron 1¾ to 2 inches	1 50 do.	
			3 beading planes, width of iron ¼ to ¾ inch	25 do.	
			6 carpenter's short jointer planes	50 do.	
			12 carpenter's jack planes	1 00 do.	
			1 plow plane and bitts	1 00 per set.	
			1 pair match planes	50 per pair.	
			1 cooper's long jointer plane	50 each.	
			1 cooper's short jointer plane	50 do,	
			1 cooper's block plane	50 do.	
			1 turning lathe and tools, complete, for wood and iron	40 00 per set.	
			2 pincers, assorted	1 00 each.	
			6 plyers, cutting, and assorted	75 do.	
			20 frying pans, assorted sizes	15 do.	
			75 stew pans, assorted sizes	25 do.	
			2 iron pots	1 50 do.	
			30 rules, 2 feet, double and single jointed	40 do.	
			10 wood rasps, assorted	20 do.	
			50 pounds coppersmith's and assorted copper rivets	40 per pound.	
			10 pounds copper hose rivets	50 do.	
			5 pounds copper boat rivets	50 do.	
			5 pounds tinner's iron rivets	50 do.	
			75 pounds iron sheave rivets	14 do.	
			50 pounds cooper's iron rivets	15 do.	
			2 wood saws	1 50 each.	
			12 hand saws	2 00 do.	
			6 hand metal hack saws	2 00 do.	
			6 hack saws, with frames	2 00 do.	
			12 hack saw blades	30 do.	
			1 dovetail saw	1 00 do.	
			6 compass saws, 10 to 15 inches	40 do.	
			6 keyhole saws and pads, 6 to 12 inches	50 do.	
			2 tenon saws	1 00 do.	

1 sash saw	1 00	do.
2 cross-cut saws	4 00	do.
1 whip saw	2 00	do.
2 saw sets	1 00	do.
8 bench and clamp screws	25	do.
32 iron bed screws	8	do.
1 jack screw, 4 feet, equal to Ballard's	5 00	do.
50 gross brass screws, gimlet-point, Nos. 4 to 26	1 50	per gross.
50 gross iron screws, gimlet-point, Nos. 3 to 24	80	do.
3 spoke shaves	25	each.
1 bucket shave	25	do.
1 can shave	25	do.
1 in shave	25	do.
1 iron square, 2 feet	50	do.
2 steel squares, 2 feet	75	do.
1 trying square, 6-inch	50	do.
4 brass squares, sailmaker's	1 00	do.
12 steel coal shovels	1 12	do.
6 steel shovels	1 12	do.
6 steel scoop shovels	1 75	do.
6 steel spades	1 00	do.
50 ship scrapers, steel blades, handled	60	do.
1 tinners' bench shears	1 00	do.
3 tinners' hand shears	1 00	do.
1 pair sheep shears	1 00	do.
24 pairs scissors, lamp, and assorted	25	do.
2 edging stakes	2 00	do.
1 planishing stake	2 00	do.
4 screw plates and taps, large size	8 00	do.
4 screw plates and taps, small size	6 00	do.
1 stock, taps and dies, complete, large	5 00	per set.
2 pairs brass sash springs	50	per pair.
3,000 iron gimp tacks	15	per M.
100,000 iron cut tacks	12	do.
12 brass table fasteners, 2½ by 2⅜ inches	35	each.
100 pounds bench vises, 3½ to 5½-inch jaws	16	per pound.
5 hand vises	1 00	each.
50 pounds brass wire, assorted	30	per pound.
150 pounds copper wire, assorted	40	do.
25 pounds steel wire, assorted	20	do.
25 pounds iron ware, assorted	20	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Name of contractors.	Articles.	Rates.	Navy-yard when deliverable.
1859.	1860.				
July 18	June 30	Wm. D. Kennedy—Cont'd	6 water closet fixtures, water valves, stop cocks, china basins, complete	$5 00 per set	Brooklyn.
			2 water closet basins, china	1 00 each.	
			24 screw wrenches	1 40 do.	
			500 pounds wood screw bolts, assorted, 3 to 4 inch	13 per pound.	
			500 pounds pressed iron nuts	13 do.	
			10,000 pounds pure dry white lead	7 do.	
			2,000 pounds pure white lead, in oil, in 25 and 50 pound kegs	8 do.	
			1,000 pounds black paint, in oil, in 25 and 50 pound kegs	5 do.	
			1,500 pounds white zinc paint, in oil, equal to Dolan & Sons	7½ do.	
			3,000 pounds red lead, dry	7 do.	
			900 pounds litharge, dry	4 do.	
			3,000 pounds whiting, dry	1 do.	
			1,500 pounds lamp black, dry	4 do.	
			50 pounds French yellow ocher, dry	3 do.	
			2 pounds Turkey umber, dry	10 do.	
			16 pounds terra de sienna	10 do.	
			75 pounds chrome yellow, dry	14 do.	
			200 pounds chrome green, dry	12 do.	
			16 pounds Indian red, dry	16 do.	
			25 pounds verdegris, ground in oil	25 do.	
			10 pounds Chinese vermilion, dry	25 do.	
			2 pounds Chinese blue, dry	60 do.	
			10 pounds Prussian blue, in oil	50 do.	
			50 pounds gum shellac	18 do.	
			50 pounds brown manganese	1 do.	
			5 pounds ivory black	10 do.	
			15 pounds Vandyke brown	10 do.	
			5 pounds sugar of lead	12 do.	
			10 pounds pumice stone	4 do.	
			3,500 gallons linseed oil, raw	67 per gallon.	

500 gallons spirits of turpentine	50	do.
40 gallons spirits of wine, 95 per cent. proof	60	do.
20 gallons copal varnish	1 30	do.
10 gallons coach varnish	1 60	do.
30 gallons Japan varnish	50	do.
10 gallons harness varnish	1 25	do.
20 gallons white demar varnish	1 50	do.
25 gallons bright varnish	25	do.
300 pounds rigging leather, sides not less than 10 pounds each	42	per pound.
800 pounds pump leather, sides not less than 30 pounds each	35	do.
500 pounds bellows leather, sides not less than 6 pounds each	50	do.
150 pounds oil tanned leather, sides not less than 30 pounds each	35	do.
100 pounds dressed raw-hides, not less than 18 pounds each	25	do.
6 skins of buff leather	4 00	per skin.
25 clamp scrub brushes	15	each.
75 hand scrub brushes	20	do.
50 tar brushes, short handled	20	do.
50 whitewash brushes	80	do.
5 hand dusting brushes	30	do.
3 painter's dusting brushes	40	do.
6 varnish brushes	50	do.
12 paint brushes, 00	50	do.
18 paint brushes, 000	65	do.
18 paint brushes, 0000	70	do.
24 paint brushes, 00000	80	do.
48 paint brushes, 000000	80	do.
12 sash tool brushes	20	do.
6 glue brushes	20	do.
2 fitch hair brushes	10	do.
12 camel's hair brushes	4	each.
20 flue brushes, per sample	1 00	do.
1 pound of bristles	4 00	per pound.
20 barrels thin tar, containing not less than 30 gallons each.	2 50	per barrel.
75 barrels pitch, containing not less than 300 pounds each.	2 00	do.
20 barrels No. 1 rosin, containing not less than 300 pounds each	1 95	do.
15 barrels soft clear turpentine, containing not less than 280 pounds each	3 00	do.

LIST OF CONTRACTS—Continued.

Dates.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 18	June 30	Wm. D. Kennedy—Cont'd	3 barrels coal tar, containing not less than 30 gallons each.	$1 00 per barrel.	Brooklyn.
			100 gallons tar oil	50 per gallon.	
			1 carboy muriatic acid—say 100 pounds	3 per pound.	
			1 carboy sulphuric acid—say 100 pounds	3 do.	
			5 pounds antimony	30 do.	
			100 pounds metallic antimony	10 do.	
			500 pounds beeswax	42 do.	
			200 Bath bricks	5 each.	
			6 hand-bellows, 12 inches	1 00 do.	
			500 hickory brooms	18 do.	
			900 corn brooms	20 do.	
			50 pounds refined borax	15 per pound.	
			200 pounds pure sperm candles	46 do.	
			500 pounds white chalk	½ do.	
			25 pounds red chalk	5 do.	
			10 silver calls, (boatswain's)	3 00 each.	
			300 bushels hardwood charcoal	20 per bushel.	
			3 brass bib cocks, ½ to 1 inch	2 00 each.	
			3 brass stop cocks, ½ to 1 inch	2 00 do.	
			100 lamp chimneys	20 do.	
			500 pounds spun cotton	12 per pound.	
			1,500 pounds cotton waste wiping stuff	8 do.	
			10 skeins large catgut	20 per skein.	
			25 pounds cane seating	55 per pound.	
			6 water-closet cocks	2 00 each.	
			1 bass drum	12 00 do.	
			3 tenor drums	8 00 do.	
			8 bass drum heads	2 00 do.	
			8 tenor drum heads	1 00 do.	
			3 drum snares	75 do.	
			10 pounds emery, assorted	10 per pound.	
			1 ream emery cloth	10 00 per ream.	
			100 square feet boiler felting, per sample	30 per sqr. ft.	

30 bundles cooper's flags	20	per bundle.
1 glass, 60"	2 00	each.
6 glasses, 30"	1 00	do.
5 grindstones, 120 pounds each, mounted	3 00	do.
200 pounds best white glue	18	per pound.
100 fish hooks, cod and assorted	1 00	per 100.
500 inches mast hoops, hickory	3	per inch.
20 hydrometers	1 50	each.
1 dozen ax handles	1 20	per dozen.
1 dozen hammer handles	1 00	do.
200 sheets large middle horn	10	per sheet.
3 cooper's marking irons	25	each.
2 dozen brass tea-kettle knobs	2 50	per dozen.
1 lead, Ogden's	10 00	each.
1 log, Massey's	10 00	do.
6 chalk lines, 80 to 100 feet each	50	do.
100 fishing lines, 240 feet each	30	do.
6 measuring lines, metallic, 100 feet each	1 50	do.
1 gross lamp wicks, woven	1 20	per gross.
1 gross lamp wicks, woven, circular	1 20	do.
100 pounds lamp wick yarn	23	per pound.
6 lamps, with reflectors, small size	1 00	each.
10 barrels of lime, of 200 pounds each	1 00	per barrel.
10 20-pound jars of chloride of lime	2 00	per jar.
1 pound pulverized black lead	16	per pound.
10 lamp screws, with double tubes	5	each.
100 pounds of mercury, in flasks	50	per pound.
50 sail needles	3 00	per 100.
50 seaming needles	3 00	do.
50 roping needles	3 00	do.
6 pounds oil stones, estimated at 3 pounds each	15	per pound.
2 paint stones and mullers	1 00	each.
12 life preservers	2 00	do.
10 pounds potash	20	per pound.
50 mounted palms, seaming	30	each.
50 mounted palms, roping	30	do.
100 pounds round packing for piston rods	75	per pound.
6 sets pokers, shovels, and tongs	2 25	per set.
2 reams heavy wrapping paper	4 00	per ream.
10 reams sand paper, assorted	1 75	do.
50 pounds rubber sheet packing	40	per pound.
100 pounds rubber gaskets, per patterns	60	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 18	June 30	Wm. D Kennedy—Cont'd	100 pounds vulcanized rubber, to be cut to patterns	$0 60 per pound.	Brooklyn.
			100 pounds sheet rubber, with cloth insertion	50 do.	
			10 pounds sal ammoniac	14 do.	
			500 pounds soda ash	2 do.	
			20 pounds rotten-stone, in lumps	2 do.	
			30 pounds flour of sulphur	5 do.	
			2 seines, of tanned flax, 80 fathoms, with bags and sinkers, complete	60 00 each.	
			25 pounds thrums	40 per pound.	
			6 thermometers	2 00 each.	
			15 thermometers, for salinometers	1 50 do.	
			2 sets of turning tools for wood, complete	1 00 per set.	
			25 pounds hemp packing yarn	16 per pound.	
			1 carboy muriatic acid—say 100 pounds	3 do.	Philadelphia.
			1 carboy sulphuric acid—say 100 pounds	3 do.	
			100 pounds beeswax	40 do.	
			100 Bath bricks	4 each.	
			1 bellows, hand, 12-inch	1 50 do.	
			60 hickory brooms	16 do.	
			85 corn brooms	26 do.	
			5 pounds white chalk	5 per pound.	
			3 pounds refined borax	35 do.	
			3 silver calls	3 00 each.	
			7 lamp chimneys	12 do.	
			6 skeins large catgut	25 per skein.	
			3 jars chloride of lime, 20 pounds in a jar	3 00 per jar.	
			6 pounds emery, assorted	12 per pound.	
			1 bundle coopers' flags	25 per bundle.	
			1 set wood funnels, copper nozzles	1 00 per set.	
			2 pounds best white glue	30 per pound.	
			25 pounds gum packing	55 do.	
			100 fish-hooks, cod, and assorted	1 00 per 100.	
			12 sail hooks	30 each.	

1 set truss hoops	1 00	per set
1 lead, Errichson's or Ogden's	10 00	each.
1 log, Massey's	10 00	do.
25 fishing lines, 240 feet each	25	do.
2 lines, log	2 00	do.
3 chalk lines, from 80 to 100 feet	50	do.
5 gross lampwicks, woven	1 20	per gross.
2 gross lampwicks, woven, circular	1 20	do.
5 lamps with reflectors, small size	1 00	each.
9 pounds lampwick, yarn	26	per pound.
16 life preservers	2 00	each.
200 sail needles, 4 to 8 thread	2 00	per 100.
300 seaming needles	2 00	do.
3 mounted palms, sewing	80	each.
43 mounted palms, roping	40	do.
¼ ream sand-paper, assorted	5 00	per ream.
3 pounds rotten-stone, in lumps	10	per pound.
2 pounds sal ammoniac	25	do.
1 seine of tanned flax, 80 fathoms, with bag and sinkers, complete	80 00	each.
6 pounds oil-stones, estimated at 3 pounds each	50	per pound.
2 grind-stones, 140 pounds each, mounted	7 50	each.
1 paint stone and muller	4 00	do.
12 pounds mop yarn	45	per pound.
1,100 pounds wrought-iron nails, 6d to 30d	7	do.
2,400 pounds iron cut nails, from 4d to 40d	4	do.
200 pounds iron finishing nails, from ½ to 2 inches	8	do.
400 pounds iron cut spikes, from 4 to 8½	4½	per pound.
600 pounds rigging leather, sides not less than 10 pounds	38	do.
20 pounds pump leather, sides not less than 30 pounds	38	do.
15 pounds bellows leather, sides not less than 6 pounds	50	do.
2 skins of buff leather	2 00	per skin.
9 pounds dressed raw-hides, not less than 18 pounds	35	per pound.
13 barrels thin tar, each containing not less than 30 gallons	2 50	per barrel.
50 barrels Wilmington pitch, each containing not less than 300 pounds	2 35	do.
12 barrels soft clear turpentine, each containing not less than 280 pounds	4 00	do.
1 barrel coal tar, each containing not less than 30 gallons	4 00	do.
65 gallons tar oil	55	per gallon.
200 gallons winter-stained oil, sperm	1 50	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 18	June 30.	Wm. D. Kennedy—Cont'd.	50 gallons best lard oil for lubricating	$1 10 per gallon.	Philadelphia.
			25 gallons neatsfoot oil	25 do.	
			30 gallons fish oil	20 do.	
			20 pounds best hard brown soap	8½ per pound.	
			425 pounds pure beef tallow	13 do.	
			1,000 pure white lead, in oil, in 25 and 50 pound kegs, equal to Lewes's or Wetherall's	8½ do.....	Washington.
			500 pounds pure white zinc, in oil, equal to best New Jersey	8 do.	
			100 pounds pure black paint, in oil	5 do.	
			4,000 pounds pure red lead, dry	7 do.	
			200 pounds pure litharge, dry	7 do.	
			100 pounds pure lamp-black, dry	6 do.	
			20 pounds pure chrome yellow, dry	16 do.	
			20 pounds pure chrome green, dry	20 do.	
			350 gallons pure linseed oil, raw	71 per gallon.	
			100 gallons pure spirits turpentine	50 do.	
			5 gallons pure copal varnish	1 75 do.	
			20 gallons pure Japan varnish	1 00 do.	
			2 gallons pure white demar varnish	2 60 do.	
			10 gallons pure Pennsylvania zinc dryer	1 00 do.	
			100 port glasses, 7⅛ inches in diameter by 1½ inch thick, to be clear white glass, polished, per sample	1 50 each.	
			50 lights, 6 by 8 inches, double thick crown glass	14 per light.	
			60 lights, 14 by 22 inches, double thick crown glass	35 do.	
			70 lights, 11 by 16 inches, double thick crown glass	26 do.	
			20,000 pounds pure dry white lead	7⅞ per pound.	Gosport.
			1,000 pounds white zinc paint, in oil	8 do.	
			500 pounds red ocher	1½ do.	
			3,000 pounds whiting	1 do.	
			1,000 pounds lamp-black	4 do.	
			1,000 pounds French yellow ocher	2 do.	
			150 pounds chrome green	20 do.	

				100 pounds Indian red	12	do.	
				100 pounds Venetian red, dry, English	3	do.	
				5 pounds Prussian blue	1 00	do.	
				10 pounds ultramarine blue	30	do.	
				60 pounds gum shellac	15	do.	
				3,000 gallons linseed oil, raw	70	per gallon.	
				600 gallons spirits turpentine	50	do.	
				40 gallons spirits wine	60	do.	
				30 gallons zinc drying oil	1 10	do.	
				4,000 pounds rigging leather, sides not less than 10 pounds	38	per pound.	
				500 pounds pump leather, sides not less than 30 pounds.	36	do.	
				500 pounds bellows leather, sides not less than 6 pounds.	50	do.	
				10 skins, (buckskin)	4 00	per skin.	
				180 pounds dressed raw hides, (best Spanish,) not less than 18 pounds	28	per pound.	
				20 barrels thin tar, each containing not less than 30 gallons	2 50	per barrel.	
				50 barrels pitch, each containing not less than 300 pounds	2 25	do.	
				200 gallons tar oil	55	per gallon.	
				1,000 gallons winter-strained sperm oil	1 55	do.	
				200 gallons best quality lard oil, for lubricating	1 10	do.	
				36 gallons neatsfoot oil	1 10	do.	
				4 gallons sweet oil	1 70	do.	
				600 gallons fish oil	20	do.	
				100 pounds best hard brown soap	8½	per pound.	
				60 pounds best salt-water soap	8	do.	
				50 pounds old Castile soap	16	do.	
				4,000 pounds pure beef tallow	12	do.	
19	June	30	F. A. Chadwick	1,000 pounds pig lead	6	do	Philadelphia.
				300 pounds drawn lead pipe, from ¼ to 2½ ines. diameter.	7	do.	
				180 pounds sheet zinc	8	do.	
				800 pounds banca tin	31	do.	
				8 pounds brazier's or spelter solder	25	do.	
				10 pounds tinner's or soft solder	23	do.	
				2 boxes tin plate, X 14 by 20	11 50	per box.	
				2 boxes tin plate, X 10 by 14	11 00	do.	
				3 boxes tin plate, XX 14 by 20	13 50	do.	
				5 adzes, carpenter's, handled	1 88	each.	
				2 axes, junk, handled	1 50	do.	
				1 adze, hollow, handled	2 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 19	June 30	F. A. Chadwick—Cont'd...	2 adzes, cooper's, handled	1 25 each	Philadelphia.
			5 axes, broad, handled	2 25 do.	
			4 axes, wood, handled	1 50 do.	
			3 axes, pick, with hoe combined, handled	1 00 do.	
			3 dozen awls, brad, handled	50 per dozen.	
			2 dozen awls, wire, handled	50 do.	
			140 pounds anvil, estimated at 140 pounds each	2 per pound.	
			1 brand, ship's name	2 00 each.	
			4 pounds burrs, copper, assorted	44 per pound.	
			2 braces and bitts, wood, complete, 48 bitts	7 22 per set.	
			3 braces and bitts, iron, complete, 20 bitts	2 00 do.	
			2 bevels, steel-tongued	50 each.	
			4 dozen buttons, plate, brass, 1½ to 2 inch	45 per dozen.	
			6 dozen bolts, flush, brass, 2 by 5 inches	60 do.	
			1 dozen bolts, flush, brass, 4 by ¾ inch	1 20 do.	
			1 dozen bolts, flush, brass, 1½ by 2 inches	3 00 do.	
			1 dozen bolts, barrel, brass, 4 to 6 inches	6 12 do.	
			1 borer, bung	63 each	
			1 borer, tap	63 do.	
			60 pounds brass, sheet	32 per pound.	
			2 dozen compasses, carpenter's	4 00 per dozen.	
			2 candlesticks	4 each.	
			24 chisels, firmer, assorted, handled	25 do.	
			12 chisels, socket, handled	37½ do.	
			18 catches, brass, cupboard, No. 2	1 00 do.	
			1 dozen castors, brass, 2-inch socket	4 50 per dozen.	
			1 dozen castors, brass, sofa, large size	2 00 do.	
			2 compasses, iron, armorer's	25 each.	
			3 pairs callipers, smith's	25 do.	
			2 crows	25 do.	
			1 divider, brass, sailmaker's	25 do.	
			1 set dies, letters and figures, ⅜ inch	2 00 per set.	
			1 diamond, glazier's	5 00 each	

1 drill, stock-press	50	do.
6 dozen escutcheons, plate, brass	12	per dozen.
6 dozen escutcheons, thread	4	do.
1 pound escutcheon-pins, assorted	45	per pound.
6 dozen files, hand-saw, 5 to 6 inch	1 40	per dozen.
2 dozen files, whip saw	1 38	do.
6 dozen files, cross-cut saw	4 13	do.
1 dozen files, fine saw	50	do.
12 files, flat, (bastard,) 15 to 18 inch	83	each.
12 files, fine, 15 to 18 inch	1 00	do.
6 files, square, 15 to 18 inch	83	do.
12 files, half-round, (bastard,) 15 to 18 inch	87½	do.
6 files, three-sided, 12-inch	40	do.
6 files, rat-tail, 12-inch	40	do.
2 flagging irons	25	do.
24 gimlets, nail, assorted	2½	do.
6 gimlets, spike	6	do.
12 gouges, firmer, handled, assorted	25	do.
6 gouges, socket	25	do.
2 gridirons	15	do.
1 griddle	15	do.
2 hatchets, handled	50	do.
6 pairs hinges, brass, butt, shifting pins, 5½ by 6 inches	25	per pair.
24 pairs hinges, brass, butt, shifting pins, 3½ by 4 inches	25	do.
24 pairs hinges, brass, butt, shifting pins, 3 by 3½ inches	25	do.
120 pairs hinges, brass, butt, stationary pins, 1½ by 4 inches	20	do.
18 pairs hinges, brass, butt, secretary drawer and fastening	10	do.
6 pairs hinges, brass butt, table, 2 by 4 inches	10	do.
48 pairs hinges, iron, butt, 2 to 4 inches	8	do.
6 pairs hinges, iron, butt, strap, chest, 12 to 18 inches	50	do.
5 dozen hooks, coat and hat, with porcelain knobs	1 75	per dozen.
7 dozen hooks, cabin door, brass, 3 to 6 inches	2 00	do.
10 dozen hooks, pantry, brass, assorted sizes	31	do.
1 dozen hooks, lamp, brass do	67	do.
24 hasps, iron, joint, and staples	2	each.
2 hammers, claw, handled	37½	do.
1 hammer, wrench, handled	25	do.
4 hammers, riveting, handled	50	do.
3 hammers, tinner's, handled	50	do.
2 hammers, saddler's, handled	62	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 19	June 30	F. A Chadwick—Cont'd...	2 dozen handles, iron, flush, Nos. 2 and 3	$0 15 per dozen..	Philadelphia.
			3 knives, sail, steel blades	31 each.	
			2 knives, shoemaker's	6 do.	
			4 knives, drawing	67 do.	
			3 knives, putty	25 do.	
			3 knives, pallet	15 do.	
			1 knife, rounding	20 do.	
			1 knife, hollow	20 do.	
			2 kettles, iron, tea	62 do.	
			1 kettle, glue	62 do.	
			2 kettles, copper, tea	2 50 do.	
			1 kettle, fish	1 75 do.	
			1 kettle, pitch, No. 63	9 00 do.	
			5 dozen knobs, black walnut, ¼ to 2 inch	15 per dozen.	
			2 dozen knobs, mahogany.....do	15 do.	
			10 dozen knobs, screw, brass, ¼ to 1¼ inch	75 do.	
			1 dozen knobs, mineral	1 25 do.	
			1 dozen knobs, porcelain	3 00 do.	
			2 dozen knobs, screw, porcelain, ¾ to 1¼ inch	37 do.	
			1 lathe and tools, turning	25 00 each.	
			2 ladles, iron	6 do.	
			1 ladle, pitch	10 do.	
			12 locks for lockers	25 do.	
			1 dozen locks, brass, mortise, 3 by 4 inches, in thickness ¼ of an inch, brass keys, furniture plated, white porcelain knobs complete, right and left	1 50 per dozen.	
			5 dozen locks, brass, drawer, 2 to 2¾ inch	3 00 do.	
			2 dozen locks, brass, chest, 2 to 3 inch	3 00 do.	
			1 dozen locks, brass, closet, 2 to 3 inch, right and left	3 00 do.	
			2 dozen locks, brass, pad, 2¼ to 3 inch	7 00 do.	
			1 dozen locks, brass, bookcase and wardrobe, 2 by 3 inches	3 00 do.	
			2 dozen table fastenings, per sample, brass	1 00 do.	

2 dozen locks, iron, chest, 2½ and 3 inch	2 00	do.
2 dozen locks, iron, drawer, 2 to 2¾ inch	3 00	do.
2 dozen locks, dead, wrought iron, 6 inch	1 50	do.
3 dozen locks, iron pad, 2½ to 3 inch	3 00	do.
6 dozen locks, 6 inch, upright, rim knobs, reversed bevels, with mineral knobs, complete	1 50	do.
All the locks to be spring and tumbler, with brass works, keys of brass, to differ, except the drawer locks, which may have three kinds of keys to the dozen.		
1 beck, iron	50	each.
1 marking iron	2 00	do.
2 pairs match planes	1 00	per pair.
1 plane, rabbet	50	each.
2 planes, long jointer	1 25	do.
2 planes, smoothing, width of iron 1¾ to 2 inches	63	do.
2 planes, grooving, width of iron ¼ to 1 inch	1 25	do.
4 planes, short jointers	1 00	do.
2 planes, beading, width iron ¼ to 3 inches	1 25	do.
3 planes, jack	67	do.
3 planes, molding	1 25	do.
2 planes, plow	4 50	do.
1 plane, block	1 00	do.
1 pincers, shoemaker's	50	do.
1 pincers, carpenter's	50	do.
5 plyers	10	do.
2 pans, frying	75	do.
5 pans, stew	75	do.
2 pans, bake	50	do.
1 pot, iron	1 00	do.
6 rules, 2 feet, double and single jointed	37	do.
1 dozen rings, brass, flush, 1½ and 2	18	per dozen.
3 dozen rings, brass, screw, ½ to 1 inch	18	do.
6 rasps, wood, assorted	37	each.
10 pounds rivets, iron, assorted sizes	10	per pound.
5 pounds rivets, iron, cooper's	10	do.
1 shave, spoke	31	each.
1 shave, can	35	do.
1 shave bucket	1 00	do.
1 shave, in	50	do.
3 saws, wood, framed	62½	do.
9 saws, hand	1 25	do.
2 saws, compass, 10 to 15 inch	30	do.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1850.	1860.				
July 19	June 30	F. A. Chadwick—Cont'd...	1 saw, key-hole and pad, 6 to 12 inch	$0 50 each.. ...	Philadelphia.
			2 saws, cross-cut, 6 feet	3 00 do.	
			1 saw, whip	8 00 do.	
			1 saw, sash	1 75 do.	
			1 saw, panel	1 50 do.	
			1 saw tenon	1 12 do.	
			3 saws, hack, with frames	87½ do.	
			6 saws, hack, blades	25 do.	
			1 saw, dovetail	75 do.	
			1 square, brass, sailmaker's	25 do.	
			3 dozen springs, brass, sash, per sample	50 per dozen.	
			1 set, saw	75 do.	
			2 squares, iron	25 do.	
			2 squares, trying	37½ do.	
			55 gross screws, brass, gimlet-point, Nos. 3 to 24, from ¾ to 4 inches	30 per gross.	
			55 gross screws, iron, gimlet-point, Nos. 3 to 24, from ¾ to 4 inches	1 50 do.	
			4 screw-drivers, handled	33 each.	
			50 ship scrapers, steel blades, handled	42 do.	
			2 segments for bells	75 do.	
			1 steelyard	75 do.	
			1 shovel and tongs	75 do.	
			12 shovels, coal, steel	1 00 do.	
			1 spade	75 do.	
			1 shears, bench, tinner's	2 00 do.	
			2 shears, hand	50 do.	
			3 shears, sheep	50 do.	
			1 stake, iron	2 75 do.	
			1 stake, edging	4 00 do.	
			1 stake, planishing	2 00 do.	
			2 screw plates and taps, large size	9 00 do.	
			2 screw plates and taps, small size	3 00 do.	

				2 dozen springs, galvanized, sofa, large size	2 00	per dozen.	
				4 screws, clamp, wood	37	each.	
				3 dozen iron bedstead screws, 8 inch	50	per dozen.	
				1 screw, bench	1 50	each.	
				1 screw, jack, 4 feet, equal to Ballard's	23 00	do.	
				2,000 sprigs, iron	10	per M.	
				1 tape, measuring, metallic, 100 feet	4 00	each.	
				2 tormentors	12	do.	
				2 tinder-boxes and steels	6	do.	
				45,000 tacks, iron, cut, 3 to 18 oz	7	per M.	
				7,000 tacks, iron, gimp	6	do.	
				2 trumpets, hand	1 00	each.	
				120 pounds vises, bench, from 3½ to 5½ inch jaws	13	per pound.	
				3 vises, hand	50	each.	
				1 wrench, shifting, large	1 00	do.	
				100 pounds wire, brass, assorted, Nos. 0 to 30	20	per pound.	
				50 pounds wire, steel	30	per pound.	
				100 pounds wire, iron, Nos. 0 to 30	20	do.	
				100 pounds wire, copper	50	do.	
				1 waffle-iron	25	each.	
19	June	30	L. O. Southmayd	1,000 feet, board measure, clear, tough white oak boat boards, ¾ to 1½ inch thick	39 00	per M feet.	Brooklyn.
				500 feet, board measure, clear white ash boards, 1 inch thick and under	30 00	do.	
				10,000 feet, board measure, clear white ash plank, 1¼ to 2 inch	30 00	do.	
				3,000 feet, board measure, clear white ash plank, 2¼ to 4 inch	30 00	do.	
				4,000 feet, board measure, clear cypress boards and plank, from ⅞ to 1¼ inch	34 00	do.	
				4,000 feet white ash, finished oars, from 12 to 18 feet long	5½	per foot.	
				16 white heart hickory bars, from 12 to 14 feet long	2 00	each.	
				10 white heart hickory bars, 6 feet long	40	do.	
				5,000 feet, board measure, clear, tough, white oak boat boards, from 1 inch to 2 inches thick	39 00	per M feet.	Philadelphia.
				4,000 feet, board measure, clear white ash boards, 1 inch thick and under	30 00	do.	
				13,000 feet, board measure, clear white ash plank, 1¼ to 2 inches	30 00	do.	
				2,500 feet, board measure, clear white ash plank, 2¼ to 4½ inches	30 00	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 19	June 30	L. O. Southmayd—Cont'd.	15,000 feet, board measure, clear cypress boards and plank, from ¾ to 1½-inch	$38 00 per M feet.	Philadelphia.
July 19	June 30	Wesley Smith	100 cords of oak wood	5 50 per cord.	Brooklyn.
			5 cords of pine wood	7 50 do.	
			100 cords of hickory wood	7 50 do.	
			1,000 feet, board measure, black walnut, 1 to 3 inches thick	45 00 per M feet.	
			100 feet, board measure, black walnut branch veneers	60 00 do.	
			300 feet, board measure, St. Domingo mahogany plank, 1 to 4 inch	160 00 do.	
			100 feet, board measure, beach plank, 12 inches wide, 1¼ inch thick	50 00 do.	
			200 feet, board measure, cherry plank and boards, 1 to 2 inches thick	60 00 do.	
			25 maple joists, 4 inches square, 13 feet long	45 per piece.	
			1,000 pieces white oak staves, in length 56 inches	10¾ do.	
			1,000 pieces white oak staves, in length 44 inches	9¾ do.	
			1,000 pieces white oak staves, in length 34 inches	8¾ do.	
			500 pieces white oak headings, in length 32 inches	7¾ do.	
			1,000 pieces prime white ash barrel staves	4¾ do.	
July 19	June 30	Sturdevant & Bro	1,000 pounds drawn lead pipe, from ¼ to 3 inches diameter	7 $\frac{88}{100}$ per lb.	Kittery.
			1,500 pounds sheet zinc	8 do.	
			500 pounds slab zinc	7 $\frac{80}{100}$ do.	
			100 pounds banca tin	34 do.	
			1 box tin plate, IX	15 00 per box.	
			15 barrels thin tar, each containing not less than 30 gallons	3 00 per barrel.	
			40 barrels pitch, each containing not less than 300 pounds	2 00 do.	
			10 barrels No. 1 rosin, each containing not less than 300 pounds	2 25 do.	
			20 barrels soft clear turpentine, each containing not less		

than 280 pounds	4	50	do.
50 pounds beeswax		39	per pound.
100 brooms, hickory		20	each.
150 brooms, corn		30	do.
25 pounds pure sperm candles		40	per pound.
50 pounds chalk, white		2	do.
6 calls, silver	3	00	each.
24 chimneys, lamp		12	do.
1,000 pounds cotton waste, wiping stuff		12	per pound.
6 skeins large catgut		50	per skein.
6 pounds emery, assorted		12	per pound.
2 reams emery, cloth	9	00	per ream.
2 glasses, 60"		80	each.
2 glasses, 30"		50	do.
2 grindstones, 120 pounds each, mounted	10	00	do.
100 pounds glue, best white		23	per pound.
2 leads, Ogden's	20	00	each.
1 log, Massey's	24	00	do.
18 lines, fishing, 240 feet		80	do.
2 lines, measuring, metallic, 100 feet	4	00	do.
2 gross lampwick, wove		75	per gross.
5 barrels lime, of 200 pounds each	1	00	per barrel.
6 jars chloride lime, in 20-pound jars	3	00	per jar.
25 lamp screws, with double tubes		4	each.
25 filling screws		4	do.
1 paintstone and muller	6	00	do.
50 needles, roping	3	00	per 100.
100 needles, seaming	2	50	do.
100 needles, sail	2	50	do.
6 pounds oil stones, estimated at 3 pounds each		30	per pound.
18 preservers, life	2	30	each.
200 pounds potash		8	per pound.
12 palms, mounted, sewing		50	each.
12 palms, mounted, roping		50	do.
200 pounds rubber, sheet, packing		40	per pound.
5 reams sand paper, assorted	2	50	per ream.
30 pounds sulphur, flour of		10	per pound.
30 pounds soapstone, pulverized		6	do.
1 seine of tanned flax, 80 fathoms, with bag and sinkers, complete	90	00	each.
6 thermometers	1	00	do.
2 sets turning tools, for wood	6	00	per set.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
July 19	June 30	Sturdevant & Bro—Cont'd.	6 pounds tufting twine	$0 40 per pound.	Philadelphia.
			35 pounds flax whipping twine	40 do.	
			3 pounds shoe thread	70 do.	
			30 pounds seine twine	38 do.	
			100 pounds sewing flax	37 do.	
			100 pounds cotton twine, 5 to 8-thread	26 do.	
			25 pounds seine flax twine	38 do.	
			56 pounds best pump leather, to weigh not less than 28 pounds to the side	37 do.	Washington.
			200 pounds flax whipping twine	39 do.	Gosport.
			100 pounds flax seine twine	40 do.	
			800 pounds cotton twine, 5 to 8-thread	26 do.	
			400 lights, 14 by 18, double thick crown glass	24 per light.	
			300 lights, 16 by 22, double thick crown glass	30 do.	
			6 lights green glass	50 do.	
			6 lights red glass	50 do.	
			500 pounds drawn lead pipe, from ½ to 2½ inches diameter	8 per pound.	Warrington.
			500 pounds pig lead	7 do.	
			50 pounds sheet zinc, 16-oz	10 do.	
			50 pounds banca tin	36 do.	
			20 pounds braziers' or spelter solder	35 do.	
			4 boxes tin plate, XX	14 00 per box.	
			10 boxes tin plate, IC, 10 by 14	9 70 do.	
			5 boxes tin plate, IC, 14 by 20	11 00 do.	
			280 pounds anvils, estimated at 140 pounds each	8 per pound.	
			2 braces and bitts, iron, complete (48 bitts)	3 00 per set.	
			6 dozen bolts, flush, brass, 6 by 1¼ inch	4 50 per dozen.	
			2 dozen bolts, neck, brass, 6 inches	5 00 do.	
			2 balances, spring, to weigh 25 pounds	50 each.	
			4 balances, spring, to weigh 50 pounds	60 do.	
			3 coopers' crows	2 50 do.	
			6 compasses, armorer's	50 do.	
			6 smith's callipers	50 do.	

12 cranks and segments for bells, brass	50	do.
1 set of dies, cast steel, letters and figures, $\frac{3}{8}$-inch	13 00	per set.
4 ratchet drills, assorted sizes	10 00	each.
2 sets of drills with box and bow	3 00	per set.
24 pairs secretary hinges and fastenings, complete, brass, 5 by 5	70	per pair.
24 pairs secretary quadrants, complete, brass	50	do.
24 pairs table hinges, brass, $2\frac{1}{2}$ inches	25	do.
2 dozen cabin-door hooks, brass, complete	3 50	per dozen.
20 dozen pantry hooks, brass	50	do.
10 dozen coat and hat hooks, brass	2 20	do.
12 dozen assorted side hooks and eyes, $2\frac{1}{2}$ inches	50	do.
3 camp kettles	3 00	each.
8 dozen brass drawer locks, $2\frac{1}{2}$ inches	2 60	per dozen.
8 dozen brass cupboard locks, $3\frac{1}{2}$ inches, right and left	3 75	per dozen.
2 dozen brass closet locks, $2\frac{1}{2}$ and 4 inches, right and left	4 00	do.
20 pairs brass butt hinges, shifting pins, $4\frac{1}{2}$ by 4	1 20	per pair.
20 pairs brass butt hinges, shifting pins, $3\frac{1}{2}$ by $3\frac{1}{4}$	70	do.
12 iron ladles	1 00	each.
12 smoothing planes, width of iron $1\frac{3}{4}$ to 2 inches	80	do.
12 frying pans, assorted sizes	60	do.
20 pounds copper boat-rivets	60	per pound.
100 pounds cooper's iron rivets	13	do.
6 hack saws, with iron frames	3 00	each.
12 hack-saw blades to suit	50	do.
12 clamp screws, wood	50	do.
20 gross brass screws, assorted, gimlet-points, Nos. 4 to 26	1 30	per gross.
30 gross iron screws, assorted, gimlet-points, Nos. 3 to 24	70	do.
2 tinner's bench shears	7 00	each.
2 tinner's hand shears	4 00	do.
2 edging stakes	5 00	do.
2 planishing stakes	13 00	do.
12 pairs scissors, large size	40	per pair.
1,000 iron gimp tacks	20	per M.
24 table fasteners, brass	25	each.
100 pounds brass wire, $\frac{1}{4}$ inch diameter	32	per pound.
10 pounds flax whipping twine	45	do.
25 pounds flax seine twine	45	do.
50 pounds cotton twine, 5 to 8 thread	29	do.
20 port glasses, 6 inches diameter, 1 inch thick, polished	1 25	each.

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy yard where deliverable.
1859. July 19	1860. June 30	Sturdevant & Bro—Cont'd.	12 clear magazine lenses, 12 inches diameter, 1¼ inches thick, polished	$7 50 each	Warrington
			24 straight deck-lights, 10 by 3 inches	80 do.	
			6 lights green glass	1 00 do.	
			6 lights red glass	1 00 do.	
			50 pounds beeswax	40 per pound.	
			100 corn brooms	30 each.	
			100 pounds sperm candles, pure	40 per pound.	
			3 silver calls	3 00 each.	
			30 lamp chimneys	12 do.	
			5 pounds copperas	10 per pound.	
			500 pounds spun cotton	12 do.	
			10 pounds cotton packing	30 do.	
			48 water closet cocks	1 76 each.	
			2 tenor drums	9 00 do.	
			4 tenor drum heads	1 00 do.	
			4 drums snares	40 do.	
			2 reams emery cloth	9 00 per ream.	
			100 square yards boiler felting	2 00 per sq. yd.	
			6 glasses, 60"	1 00 each.	
			6 glasses, 30"	1 00 do.	
			6 bundles cooper's flags	20 per bundle.	
			12 dozen chalk lines, assorted sizes	1 50 per dozen.	
			12 metallic measuring lines, 100 feet	4 00 each.	
			2 gross lamp wicks, woven	1 00 per gross.	
			1 gross lamp wicks, woven, circular	1 00 do.	
			1 dozen brass hand lamps	70 each.	
			6 lamps, with reflectors, small size	1 50 do.	
			5 jars chloride of lime, in 20 pound jars	3 00 per jar.	
			5 pounds pulverized black lead	10 per pound.	
			25 mounted palms, sewing	40 each.	
			25 mounted palms, roping	50 do.	
			3 sets pokers, shovel, and tongs, large sizes, of iron	3 00 per set.	

					1 ream glass paper	3 00	per ream.	
					300 pounds rubber sheet packing	36	per pound.	
					25 pounds thrums	40	do.	
					12 thermometers	1 00	each.	
					1 ream heavy wrapping paper	3 00	per ream.	
					2 sets turning tools for wood	5 60	per set.	
July	20	June	30	J. McCusker	1 ton lignumvitæ, 3 to 5 inches	23 00	per ton	Philadelphia.
					2 tons lignumvitæ, 5½ to 8 inches	35 00	do.	
					3 tons lignumvitæ, 8½ to 12 inches	40 00	do.	
					1 ton lignumvitæ, 12½ to 16 inches	54 00	do.	
July	21	May	15	S. Patterson	3,000 cubic feet white oak curve timber	32	per cubic ft.	Philadelphia.
July	22	June	30	W. W. Campbell	35,000 feet, board measure, white pine boards, No. 1, from ¼ to 1 inch, inclusive	37 00	per M feet.	Brooklyn.
					30,000 feet, board measure, white pine plank, No. 1, from 1⅛ to 2 inch, inclusive	38 00	do.	
					5,000 feet, board measure, white pine plank, No. 1, from 2⅛ to 3 inch, inclusive	40 00	do.	
					1,000 feet, board measure, white pine plank, No. 1, from 3⅛ to 4 inch, inclusive	40 00	do.	
					30,000 feet, board measure, white pine boards, No. 2, from ¼ to 1 inch, inclusive	25 00	do.	
					30,000 feet, board measure, white pine plank, No. 2. from 1⅛ to 2 inch, inclusive	28 00	do.	
					5,000 feet, board measure, white pine plank, No. 2, from 2⅛ to 3½ inch, inclusive	30 00	do.	
					10,000 feet, board measure, white pine box boards	17 00	do.	
					10,000 feet board measure, white pine stage plank, 3 inch	25 00	do.	
					1,000 pieces No. 2 Albany plank	25	per piece.	
					1,000 pieces No. 2 Albany boards	20	do.	
July	25	June	30	Shryock & Co	300 board feet maple veneers	6	per foot	Philadelphia.
					3,000 feet, board measure, cherry, from ¼ to 3 inches thick	45 00	per M feet.	
					300 feet, board measure, black walnut branch veneers	6	per foot.	
July	25	June	30	W. H. Shaffer	3,000 pounds pure dry white lead	7	per pound.	Kittery.
					500 pounds white zinc paint, in oil	7½	do.	
					500 pounds red lead, dry	8	do.	
					2,000 pounds whiting, dry	9/16	do.	
					300 pounds lamp black, dry	7	do.	
					500 pounds French yellow ocher, dry	1¼	do.	
					50 pounds chrome, green, dry	18	do.	
					300 pounds venitian red, English, dry	3½	do.	
					25 pounds gum shellac	30	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1869.	1860.				
July 25	June 30	W. H. Shaffer—Continued.	700 gallons linseed oil, raw	$0 72 per gallon.	Kittery.
			150 gallons spirits turpentine	53 do.	
			10 gallons copal varnish	2 00 do.	
			35 gallons bright varnish	30 do.	
			2,000 pounds pure white lead, in oil, in 25 and 50 pound kegs	8¼ per pound.	Warrington.
			500 pounds black paint, in oil, in 25 and 50 pound kegs	6 do.	
			500 pounds white zinc paint, oil	8 do.	
			200 pounds red lead dry	8½ do.	
			100 pounds litharge, dry	8½ do.	
			1,000 pounds whiting, dry	1¾ do.	
			20 pounds lamp black, dry	8 do.	
			50 pound French yellow ocher, dry	2 do.	
			10 pounds Turkey umber, dry	6 do.	
			3 pounds terra de sienna	10 do.	
			12 pounds chrome yellow, dry	25 do.	
			12 pounds chrome green, dry	25 do.	
			1 pound Chinese vermillion, dry	2 00 do.	
			1 pound Chinese blue, dry	1 00 do.	
			400 gallons linseed oil, raw	74 per galllon	
			100 gallons spirits of turpentine	54 do.	
			20 gallons spirits of wine, 95 per cent proof	75 do.	
			5 gallons Japan varnish	1 00 do.	
			25 pounds gum shellac	30 per pound.	
July 28	June 30	F. L. Harvey & Co	1,000 pounds iron cut nails, from 4d. to 40d	3¾ do	Washington.
			600 pounds iron wrought nails, from 4d. to 40d	4¼ do.	
			10 pounds iron clout nails, from ½ to 1¼ inch	9 do.	
			100 pounds brass wire, from No. 22 to ¼ inch	29 do.	
			50 pounds copper wire, No. 15 wire gauge	29 do.	
			200 feet brass tubing, 1 inch outside, and 1⅛ inch inside diameter	35 per foot.	
			200 pounds iron wire, from No. 2 to 20	7 per pound	
			100 pounds muriatic acid	5 do.	

				5 pounds beeswax	50	do.	
				12 corn brooms	25	each.	
				12 hickory brooms	12	do.	
				100 pounds cotton waste	12	per pound.	
				50 pounds cotton lamp wick	20	do.	
				30 yards casinet, per sample	60	per yard.	
				1 pound black thread	1 00	per pound.	
				2 papers sewing needles	5	per paper.	
				200 pounds vulcanized rubber, for joints as ordered	40	per pound.	
				1 ream assorted sand paper	3 00	per ream.	
2	June	30	G. W. Lawrence	500 pounds hand-made wrought iron spikes, from 4 to 6 inches long	3¾	per pound.	Kittery.
				1,500 pounds hand-made wrought iron spikes, from 6½ to 8½ inches long	3¾	do.	
				50 pounds wrought iron nails, 6d to 30d	6½	do.	
				50 pounds wrought iron clout nails, ½ to 1¼ inch	14	do.	
				500 pounds iron cut nails, from 4d to 40d	3¾	do.	
				100 pounds iron finishing nails, from 1 to 2 inches	3¾	do.	
				100 pounds iron cut brad-head nails, from 4d to 10d	3¾	do.	
				25 thousand iron cut brads, ¾ to 1½ inch	5	per M.	
				4,000 pounds hand-made wrought iron spikes, 4 to 6 inches long	4	per pound.	Brooklyn.
				6,000 pounds hand-made wrought iron spikes, 6½ to 8½ inches long	4	do.	
				600 pounds wrought iron nails, 6d to 30d	6	do.	
				200 pounds wrought iron clout nails, ½ to 1¼ inch	8	do.	
				2,000 pounds iron cut nails, 4d to 40d	3¾	do.	
				300 pounds iron cut finishing nails, 1 to 2 inch	4	do.	
				500 pounds iron cut brad-head nails, 4 to 40d	4	do.	
				60 iron cut brads, ¾ to 1½ inch	5	per M.	
				10,000 pounds round iron, from $\frac{3}{16}$ to 2½ inches	3¼	per pound.	Warrington.
				1,000 pounds round iron, from 2¾ to 4 inches	3½	do.	
				1,000 pounds square iron, from ½ to 2 inches	3½	do.	
				1,000 pounds hammered square iron, from 1 to 5 inches	6	do.	
				5,000 pounds flat iron, ½ to 1 inch thick, from 1¼ to 9 inches wide	3¼	do.	
				500 pounds flat iron, from 1½ to 2 inches thick, from 4 to 10 inches wide	3¼	do.	
				1,000 pounds hoop iron, from $\frac{1}{16}$ to ⅛ inch thick, from ¾ to 2½ inches wide	4	do.	
				500 pounds boiler plate iron, from $\frac{3}{16}$ to ¾ inch thick	5	do.	
				500 pounds best cast steel, from ¾ to 2½ inches square	19	do.	

LIST OF CONTRACTS—Continued.

Date.	Expiration.	Names of contractors.	Articles.	Rates.	Navy-yard where deliverable.
1859.	1860.				
August 2	June 30	G. W. Lawrence.....	300 pounds octagon steel, from ⅜ to 1½ inch square.....	$0 5 per pound.	Warrington.
			100 pounds blister steel.....	5 do.	
			100 pounds spring steel.....	5 do.	
August 17	June 30	F. S. Bletz.....	100 cubic feet of yellow locust.....	95 per cub. ft..	Brooklyn.
			6,000 running feet white ash oar rafters, from 12 to 18 feet long	$4\frac{8}{10}$ per foot...	Philadelphia.

1920

REF

No. 5.

Abstract of annual report from the Bureau of Provisions and Clothing, dated November 17, 1859.

Transits, estimates, abstracts, and statements.
Faithful services of naval storekeepers and inspectors.
Advantages of new storehouses.
Renews recommendation to create grade of assistant pursers.
Suggests the need of additional store-vessels.
Renews recommendation to increase pay of pursers' clerks at navy-yards.

BUREAU OF PROVISIONS AND CLOTHING,
November 17, 1859.

SIR: In obedience to your instructions of August 4, I have the honor to submit the inclosed estimates, statements, and abstracts, marked A to O, both inclusive.

QUALITY OF PROVISIONS, ETC.

The provisions and clothing of the navy continue to give general satisfaction to the officers and men, a conclusive proof that they are of the best quality, and that the inspecting officers are faithful and vigilant in the execution of their duties.

STORAGE AT ASPINWALL AND PANAMA.

All squadrons on foreign stations have been supplied promptly, except in a few cases of slight detention of vessels at Panama and Aspinwall, where a large number of ships had concentrated. No conveniences for keeping stores at either of those points were had until August last, when the store-ship Warren was stationed at Panama as a coal hulk. Incidentally she gives storage room for a moderate supply of provisions, &c. At Aspinwall, where the need of a depot is greater, it has been deemed expedient to keep a cruising store-ship, until a permanent store vessel shall be stationed there, or a storehouse procured.

ASSISTANT PURSERS.

I renew my recommendation to create the grade of assistant pursers. The number of pursers allowed by law is not sufficient to supply the calls for those officers, even if all, including those who are incapacitated by age or sickness, were to be ordered to active duty. There are but twelve pursers now unemployed, and there are sixteen vessels in commission, the commanding officers of which are doing the duties of purser, in addition to their own, thus incurring increased labor and responsibility, without any increase of pay. The duties of purser in two receiving ships are done by navy agents on shore.

BASIS OF THE PAY OF PURSERS.

The basis of the sea pay of pursers is not only different from that of all other officers in the navy, as well as army, but it is uncertain and continually changing. The sea pay of all other officers increases with length of service, while that of pursers is governed by the class of vessels to which they are attached; and a purser of forty years standing may find himself serving in a brig or store-vessel, the annual pay for which is fixed by law at $1,500, $300 less than his leave of absence pay! The improvements in naval architecture have entirely changed the character of the rates of vessels. Thus, the Mississippi, which, for many years was classed as a "steam frigate," has degenerated into a "first class steamer," and the pursers who sail in her hereafter will receive one third less pay than the one who was attached to her at the time of the passage of the law fixing purser's pay.

Vessels of the same class are essentially different in all the attributes which should determine a purser's pay. Thus, the Cumberland has more than twice the tonnage of the Dale, and her complement and expenditures are more than twice as great, yet the pay of the purser is the same in both, as both are rated "sloops-of-war." The Lancaster, of eighteen guns, two thousand three hundred and sixty tonnage, and three hundred and eighty-five complement, is for the purposes of the purser's pay, upon a par with the Narragansett of eight hundred and nine tons, mounting three guns, and having the complement of one hundred and twenty-five officers and crew. The pay of the officers and crew, and the annual expenditures of the first are as more than three to one, when compared with those of the smaller vessel, yet the pursers of both receive the same pay. Some of the "sloops-of-war" now in the navy, exceed in tonnage, complement, and annual expenditures, several of the "frigates" in service at the time of the passage of the law fixing purser's pay. That law has not been changed, but the great improvements subsequently made in the power and efficiency of ships-of-war have had the effect greatly to increase the labor and responsibility of pursers, while in many instances, it has essentially diminished their pay.

PAY OF CLERKS AT YARDS.

I again renew my recommendation to place the clerks of pursers at navy-yards on an equality with other clerks in the same yards, whose duties are not more responsible than their own. At present the law allows them less than copying clerks or common writers receive in every navy-yard.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE,
Chief of Bureau.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the B reau of Provisions and Clothing to the Secretary of the Navy, dat November 17, 1859:

A.—Estimate of the expenses of the bureau for the fiscal year.
B.—Estimate for provisions for the navy for the fiscal year.
C.—Estimate for contingent for the navy for the fiscal year.
D.—Statement showing the value of provisions, clothing, and sm stores on hand.
E.—Statement showing the value of shipments made by the burcau foreign stations.
F.—Statement showing the cost of provisions, clothing, and sm stores condemned.
G.—Abstract of proposals received for navy supplies.
H.—Abstract of proposals received for clothing and clothing materia
I.—Abstract of proposals received for small stores.
K.—Abstract of proposals received for saltwater soap, candles, &c.
L.—Abstract of proposals received for beef and pork.
M.—Abstract of proposals received for fresh beef and vegetables.
N.—Abstract of proposals received for transportation of stores.
O.—Statement of contracts made by the bureau during the year.

Estimate of appropriations, under the cognizance of the Bureau of Pr visions and Clothing, required for the service of the fiscal year endi June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Provisions	$941,700 00	.....	$945,84(
Expenses of the bureau	9,540 00	.....	9,54(
Contingent	68,000 00	.....	68,00(

H. BRIDGE, *Chief of Burc*

A.

Estimate of the expenses of the Bureau of Provisions and Clothing for the fiscal year ending June 30, 1861.

For salary of one clerk of the fourth class, per act of Congress of March 3, 1853, section 3, vol. 10, page 209.....	$1,800 00
For salaries of four clerks of the second class, per acts of Congress of March 3, 1853, section 3, vol. 10, page 209, and April 22, 1854, section 1, vol. 10, page 276.....	5,600 00
For salary of one messenger, per joint resolution of Congress of August 18, 1856.....	840 00
For salary of one laborer, per joint resolution of Congress of August 18, 1856.....	600 00
	8,840 00

Contingent.

For blank-books, stationery, and miscellaneous items.....	$700 00

Appropriated for the year ending June 30, 1860:

For salaries of clerks, messenger, and laborer.....	$8,840 00
For contingent.....	700 00
	9,540 00

Asked to be appropriated for the year ending June, 30, 1861:

For salaries of clerks, messenger and laborer.....	$8,840 00
For contingent.....	700 00
	9,540 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Estimate from the Bureau of Provisions and Clothing for that portion of the naval service coming under its cognizance, for the fiscal year ending June 30, 1861:

One ration per day for 8,500 men would be, for the year, 3,102,500 rations, at 25 cents each.....	$775,625 00
One ration per day for 750 commission and warrant officers, attached to vessels for sea-service, for the year, would be 273,750 rations, at 25 cents each.....	68,437 50

One ration per day for 750 officers and marines, "attached to vessels for sea-service," would be 273,750 rations, at 25 cents each	$68,437 50
Additional sum required for an estimated number of 4,000 men, who may decline to draw the spirit portion of their ration, as provided by the acts of March 3, 1847, section 1, vol. 9, page 169, and August 3, 1848, section 5, vol. 9, page 271	29,200 00
	941,700 00
Appropriated for the year ending June 30, 1860	$945,840 00
Asked to be appropriated for the year ending June 30, 1861	941,700 00
Less	4,140 00

This decrease arises from the extraordinary appropriation of $4,140, made last year, to reimburse the appropriation for provisions for issues to destitute Americans.

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

C.

Estimate of the sum which will be required by the Bureau of Provisions and Clothing, under the head of contingent, for the fiscal year ending June 30, 1861:

To meet the demands upon the bureau for candles, freight to foreign stations, transportation from station to station within the United States, cooperage, pay of assistants to inspectors, advertising for proposals, printing purser's blanks, and stationery for cruising vessels, $68,000.

H. BRIDGE, *Chief of Bureau*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

D.—*Statement showing the value of provisions, clothing, small stores, and contingent on hand at the United States navy-yards and at naval depots on foreign stations, July* 1, 1859.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingen
Portsmouth, N. H	July 1, 1859	$1,037 17	.....	$1 89	$56 84
Boston, Mass	do.	77,298 14	$93,175 88	13,822 98	1,672 76
New York	do.	41,141 60	101,029 65	14,880 00	8,798 24
Philadelphia, Pa	do.	23,412 32	48,553 29	9,427 68	1,406 48
Washington, D. C	do.	1,187 36	382 91	32 20	34 08
Norfolk, Va	do.	75,222 32	66,464 98	7,004 91	2,641 53
Warrington, Fla	do.	10,960 67	13,125 32	3,246 96	2,363 81
Key West, Fla	do.	.....	.....	.....	.....
Mare Island, Cal	do.	62,787 80	51,887 76	12,077 75	2,957 25
Valparaiso, Chili	do.	16,796 23	21,429 72	6,244 20	389 64
Rio de Janeiro, Brazil	do.	50,270 41	6,959 20	2,703 62	.....
Spezzia, Sardinia	do.	19,345 80	32,481 40	6,039 87	940 89
Porto Praya, Cape de Verd Islands	do.	27,255 73	14,488 38	3,819 19	1,640 24
Hong Kong, China	do.	24,044 23	42,205 19	4,186 23	810 56
Total	.....	430,759 78	492,183,68	83,487 48	23,712 32

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

E.—*Statement showing the value of shipments made by the Bureau of Provisions and Clothing to the United States naval squadrons on foreign stations during the fiscal year ending June* 30, 1859.

Stations.	Date.	Provisions.	Clothing.	Small stores.	Contingent
China squadron	Oct. 16, 1858	$8,944 50	$8,010 46	$3,378 01	$16 60
Do	June 14, 1859	16,713 31	2,184 88	772 87	653 25
Mediterranean squadron	Dec. 6, 1858	21,882 21	587 52	1,741 57	1,634 65
African squadron	July 8, 1858	13,550 71	.....	.....	.....
Do	Nov. 17, 1858	13,660 09	.....	2,164 53	669 65
Do	Feb. —, 1859	.....	1,681 94	84 30	.....
Do	May 3, 1859	20,761 02	4,977 82	1,653 51	819 47
Brazil squadron*	Oct. 16, 1858	27,932 74	2,345 44	443 05	.....
Do*	Nov. 1, 1858	6,387 97	.....	.....	.....
Do*	Jan. 29, 1859	32,742 66	.....	1,596 18	3,217 50
Do	May —, 1859	25,116 68	9,642 30	4,080 73	493 35
Pacific squadron†	Sept. 14, 1858	28,387 34	5,732 24	1,890 94	.....
Do†	Oct. —, 1858	1,543 47	.....	.....	.....
Do†	Feb. 21, 1859	18,528 39	10,459 92	4,559 40	3,217 50
Do†	April —, 1859	25,010 14	7,517 09	455 27	.....
Do†	May —, 1859	.....	334 69	685 85	.....
Do†	June —, 1859	213 65	.....	1,471 86	.....
Do	Dec. 14, 1858	9,574 52	2,185 15	618 99	1,366 86
Total	.....	281,549 40	55,659 45	25,597 06	12,088 83

* Including Paraguay expedition.
† To Aspinwall, for use of Home and Pacific squadrons.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing*

Statement showing the cost of provisions, clothing, small stores, and contingent, condemned on board the national vessels and at the naval stores, at home and abroad, or otherwise destroyed; loss by leakage, evaporation, or other casualties of the service; also the amount condemned and sold at auction, with the amount of the net proceeds of such sales, from July 1, 1858, to June 30, 1859, inclusive, so far as returns have been received.

Stations.	Provisions.		Clothing.		Small stores.		Contingent.	
	Cost.	Net proceeds.	Cost.	Net proceeds	Cost.	Net proceeds.	Cost.	Net proceeds.
Portsmouth, New Hampshire	$1,908 92	$277 47	$23 95	$7 78	$16 84	$0 13	$37 62	$9 20
Boston, Massachusetts	2,878 43	1,192 32	244 70	131 07	34 27	17 91	.....	.....
New York	5,281 77	1,954 49	3,917 01	1,399 34	294 60	127 53	.....	.....
Philadelphia	5,317 00	704 75	490 41	234 01	.....	.....	.....	.....
Baltimore, Maryland	.....	.....	.....	.....	.....	.....	.....	.....
Washington, District of Columbia	565 65	76 53	80 09	19 84	21 21	.....	20 71	4 67
Norfolk, Virginia	1,188 93	502 52	655 47	570 53	66 85	21 19	4	6
Warrington, Florida	1,201 68	188 46	.....	.....	.....	.....	.....	.....
Key West, Florida	14,404 38	.....	.....	.....	.....	.....	.....	.....
Charleston, South Carolina	.....	.....	.....	.....	.....	.....	.....	.....
Mare Island, California	959 21	85 29	1,655 44	629 80	91 96	3 25	.....	.....
Rio de Janeiro, Brazil	284 59	630 10	3 27	.....	.....	1 34	.....	.....
Hong Kong, China	4,481 65	429 24	.....	.....	41 15	5 56	.....	.....
Porto Praya, Cape de Verd Islands	390 46	15 60	.....	.....	.....	.....	.....	.....
Spezzia, Sardinia	.....	.....	.....	.....	.....	.....	.....	.....
Valparaiso, Chili	.....	.....	.....	.....	.....	.....	.....	.....
The several national vessels	7,754 23	132 14	29 12	.....	155 99	11 20	.....	.....
Total	46,616 90	6,188 91	7,099 46	2,992 46	722 87	188 11	58 37	13 93

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

G.—*Schedule of proposals received for "Navy supplies" for the fiscal year ending June 30,*

Names.	Residence.	Biscuit, per 100 pounds.					
		Boston.		New York.		Norfolk.	
		Tight.	*Flour.*	*Tight.*	*Flour.*	*Tight.*	*Flour.*
W. K. Lewis & Bro	Boston, Mass	.....	.....	.....	.....	.....	.....
John E. Tunis	Norfolk, Va	.....	.....	.....	.....	.....	.....
Broadmeadow & Jeremiah	New York	.....	.....	.....	.....	.....	.....
John A. Higgins	Norfolk, Va	.....	.....	.....	.....	.....	.....
Joshua C. Mayo	Boston, Mass	.....	.....	.....	.....	.....	.....
Charles J. Goodwin	New York	$5 25	$4 50	$4 60	$3 95	.....	.....
Peters & Reed	Portsmouth, Va	.....	.....	.....	.....	.....	.....
William Lang	Boston, Mass	.....	.....	.....	.....	.....	.....
Leo Volk	....do	.....	.....	.....	.....	.....	.....
R. Johnston	Philadelphia, Pa	.....	.....	.....	.....	.....	.....
Shryock, Davis & Co	....do	.....	.....	.....	.....	.....	.....
Ingham Coryell	Lambertville, N. J	.....	.....	.....	.....	.....	.....
William Parkhurst	Dagsboro', Del	.....	.....	.....	.....	.....	.....
E. Treadwell & Co	New York	.....	.....	4 47	3 89	.....	.....
Joseph McKee	....do	.....	.....	.....	.....	.....	.....
John Wallower & Son	Harrisburg, Pa	.....	.....	.....	.....	.....	.....
William Noovis	Baltimore, Md	4 77	4 02	4 75	4 00	4 70	$3 95
Ed. C. Knight	Philadelphia, Pa	.....	.....	.....	.....	.....	.....
O. Kendall	Chicago, Ill	5 75	5 00	5 75	5 00	.....	.....
King & Burchell	Washington, D. C	.....	.....	.....	.....	.....	.....
William Macomber	Boston, Mass	.....	.....	.....	.....	.....	.....
Mullett & Bradbury	Charlestown, Mass	.....	.....	.....	.....	.....	.....
N. W. Coffin	Boston, Mass	.....	.....	.....	.....	.....	.....
Hubbard & McDougal	Auburn, N. Y	.....	.....	.....	.....	.....	.....
John Driscoll	Boston, Mass	5 66	4 95	5 76	4 98	.....	.....
Dudley P. Ely	New York	.....	.....	.....	.....	.....	.....
David Cooper	Philadelphia, Pa	.....	.....	.....	.....	.....	.....
Gurdon K. Tyler*	Baltimore, Md	5 15	4 65	5 10	4 60	4 95	4 44
B. Strong	New York	.....	.....	.....	.....	.....	.....
C. H. Whitehurst	Norfolk, Va	.....	.....	.....	.....	.....	.....
R. P. Lovett	....do	.....	.....	.....	.....	.....	.....
Zane & Blundell	Baltimore, Md	.....	.....	.....	.....	.....	.....
Westray, Gibbs & Hardcastle	New York	.....	.....	.....	.....	.....	.....
St. Jno. O'Doris*	Philadelphia, Pa	.....	.....	.....	.....	.....	.....
W. S. Woods*	Lockhaven, Pa	.....	.....	.....	.....	.....	.....
Stephen T. Brown†	Georgetown, D. C	4 60	3 99	4 40	3 98	4 40	3 88

* Informal. Delinquent.

1860, *under the advertisement of the Bureau of Provisions and Clothing, dated March* 17, 1859.

Flour, per barrel.			Rice, per 100 pounds.			Dried apples, per pound.			Pickles, per pound.		
Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
.....	.....	.....	.....	.....	.....	.....	.....	.....	$0 05	$0 05	.....
.....	.....	$7 25	.....	.....	.....	.....	.....	$0 10	.....	.....	.....
$8 00	$7 75	7 50	$6 00	$5 25	$5 00	$0 09 1-5	$0 08.4	7.4	7¼ 8	7 8	$0 08 8
.....	.....	.....	4 74¼	4 84	.....	.....	.....	.....	.....	.....	.....
8 00	8 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	5 90	5 95	.....	4 50	4 55	.....	7.74	7.74	.....	.....	.....
8 50	8 75	8 95	4 24	4 36	4 55	9	9	9	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	13	13	13	.....	.....	.....
.....	.....	.....	.....	4 60	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	14	14	14	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 39	8 39	8 39	4 39	4 39	4 59	10.9	10.9	11.1	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	5 95	5 95	5 95	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	5.99	5.99	6.98
6 95	6 95	.....	4 44	4 62	.....	8.73	9	.....	5¼	5¼	.....
8 50	.....	.....	4 11	.....	.....	11	.....	.....	6	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 45	8 56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8 20	8 20	.....	5 20	5 20	.....	9.74	9.74	.....	4.95	4.98	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	4 40	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	9	.....	7	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 00	7 00	7 00	.....	.....	.....	.....	.....	.....	.....	.....	.....
7 00	6 80	6 92	.....	.....	.....	9	9	9	.....	.....	.....

G—

Names.	Residence.	Sugar, per 100 pounds.			Tea, per pound.			Coffee, per lb.
		Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	New York.
W. K. Lewis & Bro.	Boston, Mass.							
John E. Tunis	Norfolk, Va							
Broadmeadow & Jeremiah	New York							
John A. Higgins	Norfolk, Va	$11 00	$10 50	$10 50	$0 65	$0 60	$0 60	$0 15
Joshua C. Mayo	Boston, Mass	8 95	8 97		42½	42½		
Charles J. Goodwin	New York							
Peters & Reed	Portsmouth, Va		8 60	8 90		42½	43.3	11.85
William Lang	Boston, Mass	8 36	8 36	8 90	36	35	36	11¼
Leo Volk	do							
R. Johnston	Philadelphia, Pa							
Shryock, Davis & Co	do							
Ingham Coryell	Lambertville, N. J.							
William Parkhurst	Dagsboro', Del							
E. Treadwell & Co	New York							
Joseph McKee	do		8 90		36.9	35.9	37.9	11.9
John Wallower & Son	Harrisburg, Pa							
William Noovis	Baltimore, Md							
Ed. C. Knight	Philadelphia, Pa	8.39	8 39	8 89	38.9	37.9	39.9	11.69
O. Kendall	Chicago, Ill							
King & Burchell	Washington, D. C.				38¾	38⅛	39	
William Macomber	Boston, Mass							
Mullett & Bradbury	Charlestown, Mass	8 69	8 73		41	41		11.34
N. W. Coffin	Boston, Mass	8 60			34.90			
Hubbard & McDougal	Auburn, N. Y							
John Driscoll	Boston, Mass							
Dudley P. Ely	New York							
David Cooper	Philadelphia, Pa	8 75	8 75		31¾	31¾		11.85
Gurdon K. Tyler*	Baltimore, Md							
B. E. Strong	New York							
C. H. Whitehurst	Norfolk, Va							
R. P. Lovett	do							
Zane & Blundell	Baltimore, Md							
Westray, Gibbs & Hardcastle	New York				45½	44⅛	46½	
St. John O'Doris*	Philadelphia, Pa							
W. S. Woods*	Lockhaven, Pa							
Stephen T. Brown†	Georgetown, D. C.							

* Informal. † Delinquent.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

Continued.

Beans, per bushel.			Molasses, per gallon.			Vinegar, per gallon.			Whisky, per gallon.		
Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.	Boston.	New York.	Norfolk.
.....	.....	.....	.....	.....	.....	$0 13	$0 15	.....	.....	.....	.....
.....	.....	$2 00	.....	.....	$0 56	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	21	18¾	$0 22	.....	.....	.....
$2 20	$1 90	1 80	$0 69	$0 65	65	30	30	30	$0 54	$0 46	$0 43
1 87	1 85	.....	42	44	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	1 95	1 95	.....	43	44½	.....	.....	.....	.....	37½	39½
1 49	1 49½	1 60	36	43	45	14	14	14	42	42	40
.....	.....	.....	.....	.....	.....	13½	14	18	.....	.....	.....
2 42½	2 42½	2 42½	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	38	38	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	45	43	45
2 50	2 50	2 50	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	39½	39½	39½
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	50	50	50	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1 99½	1 89½	1 99½	.....	.....	.....	13.24	13.96	14.44	.....	.....	.....
.....	.....	.....	.....	.....	.....	18½	18½	18½	.....	.....	.....
1 55	1 85	.....	36.48	42.24	.....	14.99	18.98	.....	33.99	37.97	.....
1 65	.....	.....	38½	.....	.....	13.23	.....	.....	29 85	.....	.....
1 63½	1 58½	1 84½	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....
1 70	1 65	.....	47½	47½	.....	14½	14.90	.....	38.90	38½	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2 50	.....	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	2 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	39¾	39¾	39¾
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	27	27	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

G—Continued.

Abstract of proposals received for biscuit and flour, to be delivered at Warrington, Florida, under an advertisement of the navy agents, (by direction of the Bureau of Provisions and Clothing.)

Names.	Residence.	Biscuit, per 100 pounds.	Flour, per barrel.
William N. Bonny	New Orleans	$5 62½	$6 75
N. F. Rice	do	7 00	7 50

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

Abstract of proposals for "clothing and clothing materials," received under the advertisement of the Bureau of Provisions and Clothing, dated April 7, 1859.

Names.	Residence.	Blue cloth pea jackets.	Blue cloth trowsers.	Blue satinet trowsers.	Blue felt pea-jackets.	Blue felt caps.	Blue flannel jumpers.	Blue flannel overshirts.	Blue flannel undershirts.	Blue flannel drawers.	Canvas duck trowsers.	Barns. sh. frocks.
		Each.	Pair.		Each.					Pair.		Each.
W. C. Churchill	Utica, N. Y.											
Henry Newton	North Weymouth											
N. W. Coffin	Boston											
Gardner, Brewer & Co.	....do											
George H. Schmolze	New York											
Wilcox & Mellen	....do											
Francis S. Greenleaf	Boston											
Augustus H. Sands	New York	$9 70	$4 20	$3 05			$1 54	$1 90	$1 13	$1 20	$1 30	$1 19
William Johnson	Seneca Falls, N. Y.											
Hanford & Browning	New York	11 00	3 75	2 91			1 60	1 62½	1 20	1 20	1 12½	1 12½
F. E. Eldredge	....do				$9 00	$0 91						
William Mathews	....do						1 35	1 57	1 15	1 03	1 08	1 00
Sumner Flagg	Boston											
Cushing, King & Degraw	New York											
Charles Barnum	....do	10 32	3 66	2 61½			1 58	1 80	1 36½	1 15½	1 18	1 37
Cronin, Hurxthal & Sears	....do											
J. C. Noe	....do	2 70	4 50	3 25			1 55½	1 68	1 12	1 12	1 02	94
W. F. Enders & Co.	Boston	10 23	3 78	2 84			1 63	1 89	1 21	1 22	1 10	1 07
James Linny	Philadelphia											
Peter Clogher	Utica, N. Y.											
W. A. Gordon & E. Fullings	Newark, N. J.	11 04	3 98	2 67½								
Paul Klotz	Philadelphia											
Samuel Bancroft	....do											
G. V. Fox	Boston											
W. B. Lovejoy	....do	10 24	3 70	2 91			1 63	1 78	1 20	1 22		
Whiting, Galeoupe, Bliss & Co.	....do	9 50	3 60	2 41			1 40	1 65	1 17	1 19		
Nathan Fry, agent	....do											
W. H. Arnold	Washington, D. C.											

H.—Continued.

Names.	Residence.	Blue satinet.	Blue flannel.	Barns. sheeting.	Canvas duck.	Blue nankin.	Calf shoes.	Kip shoes.	Socks.	Mattresses.	Blankets.	Handkerchiefs.
		Yard.					Pair.			Each.		
W. C. Churchill	Utica, N. Y.		$0 48½									
Henry Newton	North Weymouth						$1 75	$1 62				
N. W. Coffin	Boston								$0 32.90			
Gardner, Brewer & Co.	....do	$0 96½	46½									
George H. Schmolze	New York											$1 12½
Wilcox & Mellen	....do									$5 23		
Francis S. Greenleaf	Boston								29			
Augustus H. Sands	New York	79	45.30	$0 64½	$0 34½	$0 12						1 10
William Johnson	Seneca Falls, N. Y.		42½									
Hanford & Browning	New York											
F. E. Eldredge	....do								34½			
William Mathews	....do			64½	30	8.7			26.4	5 24	$2 20	96
Sumner Flagg	Boston									4 88		
Cushing, King & Degraw	New York											98
Charles Barnum	....do											
Cronin, Hurxthal & Sears	....do			31.4	65	11			55½		1 81	
J. C. *Noe*	....do	76	52	61	29¼	8½			40	4 74½	2 38	1 05½
W. F. Enders & Co.	Boston			63	31	9½						99
James Linny	Philadelphia						1 72	1 53	31½			
Peter Clogher	Utica, N. Y.	69	45								2 25	
W. A. Gordon & E. Fullings	Newark, N. J.											
Paul Klotz	Philadelphia	71.70										
Samuel Bancroft	....do		45.74									
G. V. Fox	Boston	85	44									
W. B. Lovejoy	....do		45½									
Whiting, Galeoupe, Bliss & Co.	....do											98
Nathan Fry, agent	....do		45½									
W. H. Arnold	Washington, D. C.						1 83	1 73				

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

I.—*Abstract of proposals received for "small stores," under the advertisement of the Bureau of Provisions and Clothing, dated April* 13, 1859.

Articles.		John A. Higgins, Norfolk, Va.	F. Ed. Eldredge, New York.	Wm. Matthews, New York.	William Lang, Boston.
Boxes, shaving	each	$0 25	$0 26	$0 32	$0 16
Brushes, shaving	each	4	16	5	16
Brushes, scrub	each	22	18	20	20
Brushes, shoe	each	17	18	20	22
Brushes, clothes	each	10	11	12	10
Buttons, navy, vest	gross	2 20	1 83	1 90	1 90
Buttons, navy, medium	gross	3 90	3 27	3 30	3 50
Buttons, navy, coat	gross	4 90	3 27	3 30	2 50
Buttons, dead eye	gross	20	9	10	16
Blacking, boxes	dozen	50	48	50	50
Beeswax	pound	35	27	30	42
Combs, coarse	dozen	2 80	2 47	2 50	2 50
Combs, fine	dozen	1 80	1 78	1 80	1 75
Cotton, spools	dozen	45	45	45	50
Grass, for hats	100 hands.	2 50	2 50	2 25	3 00
Handkerchiefs, cotton	each	14	12	11	13
Jacknives	each	29	27	28	28
Needles, sewing	1,000	60	50	70	50
Razors	each	25	24	30	25
Razor-straps	each	25	12	15	6
Ribbon, hat	piece	70	64	63	68
Soap, shaving	dozen	12	40	36	4
Silk, sewing	pound	5 00	4 20	4 25	3 50
Scissors	each	15	15	15	16
Spoons	each	12	6	8	6
Thread, black and white	pound	95	90	90	1 00
Tape, linen	dozen	30	30	30	30
Tape, cotton	dozen	20	18	20	16
Thimbles	each	1	2	1	2

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

K.—*Abstract of proposals received for soap, candles, mustard seed, black pepper, bottles, and corks, under the advertisement of the Bureau of Provisions and Clothing, dated April* 13, 1859.

Names.	Residence.	Soap.	Candles.	Mustard.	Pepper.	Bottles.	Corks.
		Pound.	*Pound.*	*Pound.*	*Pound*	*Gross.*	*Gross.*
F. R. Whitwell, jr...	New Bedford, Mass.	$0 4½	.....	.....	.....	.....	.....
John A. Higgins	Norfolk, Va	7 3/10	$0 41	$0 17	$0 13	$2 20	$0 35
Fisher & Baker	New Bedford, Mass.	.....	27 95/100	.....	.....	.....	.....
Roland G. Mitchell..	New York	.....	27	.....	.....	.....	.....
William Mathews....	.....do.....	.....	.....	12	10	1 74½	15
William Lang.....	Boston.....	5½	26 90/100	9¾	11 90/100	1 75	12

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

L.

Abstract of proposals received for the supply of navy beef and na pork, for the year 1860, *under the advertisement of the Bureau Provisions and Clothing, dated July* 15, 1859.

Names.	Residence.	Beef per barrel.		Pork per barrel.		
		Boston.	New York.	Boston.	New York.	Norfolk.
David Cooper	Philadelphia	$16 95	$16 90	$18 90	$18 70	$1
George B. Walter	New York	16 30	15 90	17 70	17 30	1
D. Pulsifer & Payson	Boston	14 69		18 41		
James C. Adams *	Baltimore	18 43	18 43	18 43		1
Harbaugh & Co	Pittsburg			17 67	17 21	1
Charles H. Wheeler	Milwaukie	15 77	14 77	17 97	16 97	1
Harrison Fay	Boston	17 35	17 35	16 70	16 70	1
Hugh Maker	Chicago	16 35	16 30	17 83	17 75	1
Abraham Brawley and J. Porter Brawley	New York	15 10	12 99			
Abraham Brawley, John Morris and John Porter Brawley	do			14 99	14 99	1
Needham M. Standart	Cleveland, Ohio	16 19	15 39	18 67	18 47	2
Anson Smith	do			18 36	17 86	1
James H. Whitaker	Fulton, N. Y	12 50	11 90	16 50	15 90	1
George Shnabel	Williamsport, Pa	19 25	19 10	20 50	20 25	2
Henry Nye	Cincinnatti, Ohio			21 25	21 00	2
Gilmore, Shryock & Co	Philadelphia	15 89	15 39	17 89	17 33	1
Cragin & Co	New York	15 37	14 87	17 37	16 87	1
Hawkins & Van Antwerp	Albany			16 97	16 49	1
James W. McCulloh	New York			18 22	17 94	1
Allen May	Michigan City, Ia	17 99	16 99	18 49	17 89	1
Norman C. Baldwin	Cleveland, Ohio	15 86	15 23			
Eli Metcalfe Bruce	Covington, Ky	17 43	17 43	19 23	19 23	1

* No guarantee.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

M.

Abstract of proposals received for the supply of fresh beef and vegetables at the several navy-yards, during the fiscal year ending June 30, 1860, under advertisements of the respective navy agents, by direction of the Bureau of Provisions and Clothing.

Names.	Where to be delivered.	Beef per pound.	Vegetables per pound.
		Cents.	*Cents.*
Joseph Holmes	Portsmouth, N. H.	9	1
Charles W. Cottle	do	10	1½
John Stokell	do	9	1½
T. J. Sheldon	do	10½	2
Chapin & Sawyer	Boston, Mass.	7¼	1 17/100
J. B. Severance	do	7	1¼
James Irving	New York	7½	2
John Brown	do	6	2
John Smith	do	8	2
James Carman	do	10	2
Benjamin J. Weeks	do	8 47/100	2 7/100
Charles G. Cornell	do	7½	1 63/100
Philip Fluhr	do	5¼	1¾
Charles Symons	do	7 74/100	1 73/100
Robert Boutcher	do	5 60/100	1 60/100
James Mathews	do	6 10/100	1 47/100
Henry & L. S. Boraef	Philadelphia, Pa.	6 16/100	2 45/100
A. & S. Shiedt	do	6	2¼
Andrew Ashworth	do	5 85/100	2 40/100
John A. McDowell	do	5 80/100	2 45/100
William H. Muckelroy	Baltimore, Md.	10½	2
George W. Pappler	do	10	2
H. B. Otterback	Washington, D. C.	14	6
William Ward	Norfolk, Va.	9	2
Jacob Winingder	do	9½	2
William Collins	do	9	2 99/100
William T. Bell	Warrington, Florida	9 and 8	2
Celestino Serva	do	10 and 7	2½
Henry Pattison	do	6¼ and 11½	1 and 3
S. B Sherwood	San Francisco, Cal.	9	2
O. H. Keyes	do	11	3
G. W. Green	do	12	2¼
William L. Bracket	do	14¾	4¾

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

N.

Abstract of proposals received for the transportation of stores from Boston to Porto Praya, under an advertisement of the navy agent, dated October 30, 1858.

Names.	Vessel.	Price per barrel.
N. W. Coffin	Schooner Sawyer	$1 57
Isaac Taylor	Bark Trueman	1 43
Samuel C. Cobb	Brig Shibboleth	1 54
James W. Hanman	Bark Justice Story	1 48
William C. Fay	Bark Fruiterer	1 98
Ellis & Cobb	Bark Ida	1 23
John H. Towne	Bark Fruiter	1 74
John S. Emery & Co	Brig Charles Miller	1 75
Thomas H. Lord	Brig Benjamin Carver	1 74
J. H. Cheney & Co	Bark Emblem	1 50

Abstract of proposals received for the transportation of stores from Boston to Spezzia, under an advertisement of the navy agent, dated November 16, 1858.

Names.	Vessel.	Price per barrel.
Thomas H. Lord	Brig Meteor	$0 99
Baker & Morrill	Bark E. H. Tarrington	85
Samuel C. Cobb	do	74
C. L. Wittcomb	Brig J. M. Ligogue	52½
Alpheus Hardy & Co	Bounding Billow	58
Daniel Draper & Son	Bark S. W. Porter	55
William C. Fay	Brig Meteor	1 34

Abstract of proposals received for the transportation of stores from Boston to Mare Island, under an advertisement of the navy agent, dated November 16, 1858.

Names.	Vessel.	Price per barrel.
Nathé, Windsor, jr. & Co	Ship Dragoon	$2 39
Glidden & Williams	Ship Golden Rocket	2 25
Do	do	1 90
Do	Ship Midnight	2 25
Do	Ship Harry Hastings	2 00

Abstract of proposals received for the transportation of stores from New York to Rosario, South America, under an advertisement of the navy agent, dated December 14, 1858.

Names.	Vessel.	Price per barrel.
Daniel L. Sturges & Co	Brig Pizarro	$2 50
Benner & Deake	Bark W. A. Banks	2 98
W. F. Schmidt	Brig Yankee Blade	2 00
B. E. Strong	Brig Storm King	2 48
John T. B. Maxwell	Bark Mary Lucretia	2 75
J. A. Pickard & Co	Bark Mary C. Dyer	1 94
John Norton, jr	Clipper schooner Burdett Hart	2 25
Dunham & Dimon	Schooner Eckford Webb	3 87½
Arthur Leary	Bark Orion	2 15

Abstract of proposals received for the transportation of stores from Boston to Porto Praya, under an advertisement of the navy agent, dated April 13, 1859.

Names.	Vessel.	Price per barrel.
Blanchard, Sherman & Co	James Cook	$1 69
Wm. C. Fay	Pilot Fish	1 44
Henry Gardner	W. Hallett	1 45
J. H. Cheney & Co	Pilot Fish	1 14
J. H. Pearson & Co	Howland	98
Lombard & Co	Radiant	1 18
James H. Prince	Pirton	98½
Thomas H. Lord	Lorana	1 25
C. J. F. Binney		1 74

Abstract of proposals for the transportation of stores from New York to Hong Kong, China, under advertisement of the navy agent, dated May 12, 1859.

Names.	Vessel.	Price per barrel.
John Norton	Edwin Forrest	$2 50
John E. Lodge	Kremlin, or Sarah H. Snow	1 50

Abstract of proposals for the transportation of stores from Boston to Key West, under an advertisement of the navy agent, dated September 5, 1859.

Names.	Vessel.	Price per barrel.
Lang & Delano	Brig Hayward	$1 46½
J. C. Burt	Schooner Hero	95
N. W. Bridge	Brig J. M. Sawyer	1 00

Abstract of proposals for the transportation of stores from Boston to Spezzia, Sardinia, under an advertisement of the navy agent, dated September 19, 1859.

Names.	Vessel.	Price per barrel.
Daniel Draper & Son	Bark Fleet Eagle	$0 63½
H. Harris	Bark Vernon	86
N. W. Bridge	Brig Elsinore	94
Enoch Benner	Bark Wyandotte	78
Samuel C. Cobb	Bark Lucy Francis	68½

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, for "supplies for the navy," during the fiscal year ending June 30, 1860, *prepared in obedience to acts of Congress, approved April* 21, 1808, *and March* 3, 1809.

Names.	Date of contract.	Articles contracted for.	At what price.		Where to be delivered.
Peters & Reed	April 25, 1859	Flour	$5 90	per barrel...	New York.
			5 95	do.....	Norfolk.
Do	do	Rice	4 55	per 100 lbs...	Do.
		Molasses	44½	per gallon...	Do.
Do	do	Whisky	37½	do.....	New York.
Do	do	Dried apples	7 74/100	per pound...	Do.
King & Burchell	do	Vinegar	13 96/100	per gallon...	Do.
David Cooper	April 26, 1859	Pickles	4 95/100	per pound...	Boston.
			4 98/100	do.....	New York.
Do	do	Tea	31¾	do.....	Boston.
			31¼	do.....	New York.
Ephraim Treadwell & Sons	April 23, 1859	Biscuit, in tight barrels	4 47	per 100 lbs...	Do.
		Biscuit, in flour barrels	3 89	do.....	Do.
William Norris	April 27, 1854	Biscuit, in tight barrels	4 77	do.....	Boston.
		Biscuit, in flour barrels	4 02	do.	
		Biscuit, in tight barrels	4 70	do.....	Norfolk.
		Biscuit, in flour barrels	3 95	do.	
Ed. C. Knight	April 29, 1859	Sugar	8 89	do.....	Do.
C. H. Whitehurst	do	Dried apples	7	per pound...	Do.
William Lang	do	Molasses	36	per gallon...	Boston.
		Beans	1 49	per bushel...	Do.
			1 49½	do.....	New York.
			1 60	do.....	Norfolk.
Do	do	Sugar	8 36	per 100 lbs...	Boston and New York.
Do	do	Tea	36	per pound...	Norfolk.
		Vinegar	19	per gallon...	Do.
Do	do	Rice	4 36	per 100 lbs...	New York.
Mullett & Bradbury	April 30, 1850	Flour	6 95	per barrel...	Boston.

O—Continued.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
Mullett & Bradbury	April 30, 1859	Dried apples	$0 8 73/100 per pound	Boston.
Do	do	Coffee	11 33/100 do	New York.
		Molasses	42 34/100 per gallon	Do.
Shryock, Davis & Co	do	Whisky	38 do	Norfolk.
N. W. Coffin	do	Rice	4 11 per 100 lbs	Boston.
Do	do	Whisky	29 85/100 per gallon	Do.
W. K. Lewis & Bro	May 11, 1859	Vinegar	13 do	Do.
William Macomber	April 30, 1859	Pickles	6 98/100 per pound	Boston, New York, and Norfolk.
Wiliam Mathews	May 10, 1859	Blue flannel jumpers	1 35 each.	
		Blue flannel overshirts	1 57 do.	
		Blue flannel undershirts	1 15 do.	
		Blue flannel drawers	1 03 do.	
		Woolen socks	26 4/10 per pair.	
		Black silk handkerchiefs	96 each.	
Isaac C. Noe	May 10, 1859	Blue cloth P jackets	2 70 do	Boston, New York, and Norfolk.
		Blue cloth trowsers	4 50 do.	
		Blue satinet trowsers	3 25 do.	
		Canvas duck trowsers	1 02 do.	
		Barnsley sheeting frocks	94 do.	
		Barnsley sheeting	61 per yard.	
		Canvas duck	29 1/4 do.	
		Blue nankins	8 1/4 do.	
		Mattresses, (2 covers,)	4 74 1/2 each.	
F. E. Eldredge	May 9, 1859	Blue felt P jackets	9 00 do	Do. do. do.
		Blue felt caps	91 do.	
James Lenny	do	Calfskin laced shoes	1 72 per pair	Do. do. do.
		Kipskin shoes	1 53 do.	
Cronin, Hurxthal & Sears	do	Blankets	each	Do. do. do.
William Johnson	May 10, 1859	Blue flannels	per yard	Do. do. do.
Peter Clogher	May 18, 1859	Blue satinet	do	Do. do. do.
F. E. Eldredge	May 25, 1859	Small stores, viz:		
		Boxes, shaving	26 each	Do. do. do.
		Brushes, shaving	16 do.	
		Brushes, scrub	18 do.	

		Brushes, shoe	18	do.	
		Brushes, clothes	11	do.	
		Buttons, navy vest	1 83	per gross.	
		Buttons, navy medium	3 27	do.	
		Buttons, navy coat	3 27	do.	
		Buttons, dead eyes	9	do.	
		Blacking, boxes	48	per dozen.	
		Beeswax	27	per pound.	
		Combs, coarse	2 47	per dozen.	
		Combs, fine	1 78	do.	
		Cotton, spools	45	do.	
		Grass for hats	2 50	per 100 hands.	
		Handkerchiefs, cotton	12	each.	
		Jacknives	27	do.	
		Needles, sewing	50	per M.	
		Razors	24	each.	
		Razor-strops	12	do.	
		Ribbon, hat	64	per piece.	
		Soap, shaving	40	per dozen.	
		Silk, sewing	4 20	per pound.	
		Scissors	15	each.	
		Spoons	6	do.	
		Thread, black and white	90	per pound.	
		Tape, white	30	per dozen.	
		Tape, black	18	do.	
		Thimbles	2	each.	
William Lang	May 27, 1859	Candles	26 $\frac{80}{100}$	per pound	Boston, New York, and Norfolk.
F. R. Whitwell, jr	May 28, 1859	Saltwater soap	4 $\frac{1}{4}$	do	Do. do. do.
William Lang	May 27, 1859	Mustard	9 $\frac{3}{4}$	do	New York.
		Pepper	11 $\frac{80}{100}$	do.	
		Bottles	1 75	per gross.	
		Corks	12	do.	
Joseph Holmes	June 18, 1859	Fresh beef	9	per pound	Portsmouth, N. H.
		Vegetables	1	do.	
J. B. Severance	June 22, 1859	Fresh beef	7	do	Boston, Mass.
		Vegetables	1 $\frac{1}{4}$	do.	
Robert Boutcher	June 17, 1859	Fresh beef	5 $\frac{60}{100}$	do	New York.
		Vegetables	1 $\frac{60}{100}$	do.	
John A. McDowell	June 13, 1859	Fresh beef	5 $\frac{60}{100}$	do	Philadelphia, Pa.
		Vegetables	2 $\frac{1}{4}$	do.	
George W. Pappler	June 9, 1859	Fresh beef	10	do	Baltimore, Md.
		Vegetables	2	do.	

O—Continued.

Names.	Date of contract.	Articles contracted for.	At what price.	Where to be delivered.
H. B. Otterback & Bro	May 30, 1859	Fresh beef	$0 14 per pound	Washington, D. C.
		Vegetables	6 do.	
Willian Ward	June 1, 1859	Fresh beef	9 do	Norfolk, Va.
		Vegetables	2 do.	
William T. Bell	June 13, 1859	Fresh beef	9 and 8 do	Warrington, Fla.
		Vegetables	2 do.	
Samuel B. Sherwood	April 11, 1859	Fresh beef	9 do	San Francisco, Cal.
		Vegetables	2 do.	
William N. Bonny	June 22, 1859	Biscuit	5 62½ per 100 lbs	Warrington, Fla.
Do	do	Flour	6 75 per barrel	Do.
James H. Whittaker	Sept. 16, 1859	1,000 barrels navy beef	12 50 do	Charlestown, Mass.
Do	do	4,000 do	11 90 do	Brooklyn, N. Y.
Brawley, Morris & Brawley	Sept. 21, 1859	1,000 barrels navy pork	14 99 do	Charlestown, Mass.
Do	do	4,000 do	14 99 do	Brook yn, N. Y.
Do	do	500 do	14 99 do	Gosport, Va.
Gilbert Davis, (for four years)	Nov. 7, 1859	Butter	28 per pound	Boston, New York, and Norfolk.
CHARTER PARTIES.				
Brig Charles Miller	Nov. 6, 1858	Freight of stores	1 23 per barrel	To Port Praya, Cape de Verd.
Bark E. H. Tarrington	Nov. 24, 1858	do	55 do	To Spezzia, Sardinia.
Ship Harry Hastings	Dec. 2, 1858	do	2 00 do	To Mare Island, Cal.
Bark Edisto	Jan. 20, 1859	do	2 40 do	To Rosario, S. A.
Bark Howland	April 18, 1859	do	98 do	To Porto Praya, Cape de Verd.
Bark Kremlin	June 8, 1859	do	1 50 do	To Hong Kong, China.
Schooner Hero	Sept. 12, 1859	do	95 do	To Key West, Fla.
Bark Fleet Eagle	Sept. 29, 1859	do	63½ do	To Spezzia, Sardinia.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

No. 6.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, October 17, 1859.

SIR: In compliance with your instructions of August 4, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, with the exception of hospitals, for the fiscal year ending June 30, 1861.

The fiscal condition of the medical department is represented as follows:

Balance of former appropriations remaining in the treasury,	$2,939 97
Appropriations for surgeons' necessaries and appliances, per act of Congress approved March 3, 1859	35,600 00
Amount of hospital fund in treasury, June 30, 1859	122,539 17
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1861, (schedule A)	9,990 00
Amount required for the support of the medical department of the navy on shipboard, and all naval stations, with the exception of hospitals, for year ending June 30, 1861, (schedule B)	35,600 00
Appropriation for surgeons' necessaries and appliances, approved March 3, 1859	35,600 00

The estimates do not differ in any respect from those of the current year, and are as moderate as is consistent with prudence.

I submit "tabular statements of sick," compiled from the "reports of sick," from the naval stations within the United States, and from the squadrons and vessels on separate service, in commission, on home and foreign stations, for the year ending December 31, 1858.

The time for making this exhibit has been modified so as to embrace the entire operations of the medical department in the same period.

These tables exhibit the predominant diseases to which seamen are liable; the sickness incident to the various stations on which our public vessels are employed; the ratio of mortality among the sick; as well as the proportion of cases of sickness and death to the whole number engaged in the naval service.

Tabular statements of sick, compiled from the reports of sick from the naval stations within the United States, and from squadrons and vessels on separate service, in commission, on home and foreign stations, for the year ending December 31, 1858.

HOSPITALS.	Remaining sick, Dec. 31, 1857.	Admitted 1858.	Discharged 1858.	Died in 1858.	Total treated in 1858.	Remaining sick, Dec. 31, 1858.	Percentage of deaths to number of cases treated.
Chelsea	6	189	177	9	195	9	4.60
New York	44	271	255	16	315	44	5.08
Philadelphia	9	121	97	22	130	11	16.92
Norfolk	35	245	255	10	280	15	3.57
Pensacola	7	75	73	1	82	8	1.21
Total	101	901	857	58	1,002	87	5.78
RECEIVING SHIPS.							
Boston	19	410	421	.....	429	8	.....
New York	6	222	213	1	228	14	0.48
Philadelphia	.....	314	306	1	314	7	0.32
Baltimore	.....	108	96	1	108	11	0.92
Norfolk	6	105	108	1	111	2	0.90
Mare Island	.....	40	41	.....	41	.....	.....
NAVY-YARDS.							
Portsmouth, New Hampshire	.....	123	122	.....	123	1	.....
Boston	1	147	145	.....	148	3	.....
New York	4	206	205	1	210	4	0.47
Philadelphia	6	149	154	.....	155	1	.....
Washington, including marine barracks	8	340	330	5	348	13	1.43
Norfolk	.....	264	257	.....	264	7	.....
Pensacola	6	224	228	.....	230	2	.....
Annapolis Naval Academy	10	444	452	.....	454	2	.....
Naval observatory and special service, Washington	3	160	161	.....	163	2	.....
Total	38	2,057	2,054	6	2,095	35	0.28

Squadrons, &c.	Number of persons on squadrons and special service.	Remaining sick, Dec. 31, 1857.	Admitted in 1858.	Discharged in 1858.	Died in 1858.	Total treated in 1858.	Remaining sick, Dec. 31, 1858.	Proportion of cases to number of persons in squadron.	Percentage of deaths to number of persons in squadron.	Percentage of deaths to number of cases treated.
Home ..... squadron	2,053	76	2,629	2,670	28	2,767	69	1.35	1.36	1.01
Pacific ..... do	1,289	45	1,668	1,648	13	1,713	52	1.33	1.01	0.76
Mediterranean .... do	745	32	983	970	6	1,015	39	1.34	.80	.59
Brazil ..... do	725	17	837	839	6	854	19	1.18	.82	.70
African ..... do	808	37	1,133	1,137	5	1,170	98	1.44	.61	.43
East India ..... do	1,690	148	3,619	3,652	27	3,767	88	2.32	1.66	.71
Paraguay expedition	1,485	.....	516	479	.....	516	37	.35	.....	.....
Special service	793	4	752	754	2	756	....	.95	.25	.26
Lakes	100	2	136	138	.....	138	.....	1.42	.....	.....
Coast survey	190	8	156	164	.....	164	.....	.86	.....	.....
Total	9,808	369	12,491	12,441	87	12,860	332	1.29	0.88	0.67

RECAPITULATION.

	Remaining sick December 31, 1857.	Admitted in 1858.	Discharged in 1858.	Died in 1858.	Total treated in 1858.	Remaining sick December 31, 1858.	Percentage of deaths to whole number of persons in the navy.	Percentage of deaths to whole number of cases treated.
Hospitals	101	901	857	58	1,002	87	.. ..	5.78
Navy-yards	38	2,057	2,054	6	2,095	35	.. ..	0.28
Receiving ships	32	1,199	1,185	4	1,231	42	.....	0.32
Squadrons, special service	369	12,491	12,441	87	12,860	332	.....	0.67
Total	540	16,648	16,537	155	17,188	496	1.30	0.90

Summary of prevalent forms of disease in squadrons on foreign and home service, and vessels on special duty, and on the Coast Survey, for the year 1858.

	Home squadron, 2,053 men.	Brazil squadron, 725 men.	African squadron, 806 men.	Pacific squadron, 1,289 men.	East India squad'n, 1,620 men.	Mediterranean squadron, 745 men.	Paraguay exped'n, 1,485 men.	Special service, 793 men.	Coast Survey, 190 men.
Febrile diseases	748	39	149	208	502	36	33	65	.....
Diseases of digestive system	328	125	187	291	1,020	190	88	128	14
Diseases of respiratory system	182	216	235	196	299	218	53	195	15
Diseases of circulatory system	22	4	9	18	11	5	9	8	..
Diseases of brain and nervous system	55	13	86	62	55	19	10	36	6
Cutaneous and cellular system	265	67	105	133	216	125	72	78	7
Febrous, muscular, and osseous system	188	54	99	123	233	81	45	86	3
Genito-urinary system	79	105	60	189	293	57	66	82	17
Eye and ear	34	16	21	22	30	24	8	13	4
Wounds and injuries	206	109	100	137	230	84	77	117	15

These statistics afford a very satisfactory illustration of the physical efficiency of the crews of our public vessels. Indeed, unless we were enabled to maintain a high state of health on shipboard, the great improvements which characterize various departments of the navy at the present time would be of little avail.

Hygiene, or the science of preserving health, is one of the most important subjects that can engage the attention of the commander or medical officer; as it is obvious that the success of every military enterprise depends, in a great degree, upon the vigor and efficiency of the men under their charge.

The experience of recent wars demonstrates that disease is more destructive and fatal than the casualities of battle, and establishes the greater importance of prophylactic than curative measures.

The medical records of the British army show that in a force of about 48,000 men employed in the Crimea, between April, 1854, and June, 1856, the mortality from wounds and mechanical injuries was but 1,761, while deaths from diseases amounted to upwards of 16,000.

In the British fleet operating in the Baltic and Black seas, during the years 1854 and 1855, the mortality from wounds in action was 227; the deaths from disease were 1,574.

Of the 309,278 officers and soldiers of the French army sent to the Crimea during the war, 200,000 were received into hospital—50,000 on account of wounds received in battles, and 150,000 for diseases of various kinds contracted during the campaign. It is asserted that 40,000 deaths from disease alone occurred in the French army in the Crimea, during the months of January, February, and March, 1856.

Such results have awakened great attention to the means of preventing sickness by due regard to ventilation, cleanliness, clothing, diet, and other precautionary means, whenever large bodies of men are aggregated together, whether on shore or on shipboard, and have caused war to be regarded, in a great degree, as a "problem of sanitary science." It is the remark of one amply qualified to speak by his experience in the Crimea, that "disease kills more men than powder and ball, and it is often easy to prevent it by simple hygienic precautions."

At the close of the year 1857, there remained under treatment 540 cases; during the year 1858, there occurred 16,648 cases of disease, injury, &c., making a total of 17,188 cases treated during the year. Of this number, 155 died, 16,537 were returned to duty or discharged the service, leaving 496 cases under treatment at the end of the year 1858.

The average strength of the navy, officers, seamen, marines, and engineer corps included, for the year 1858, as nearly as can be ascertained, was about 11,895.

The proportion of cases admitted to the whole number of persons in service, was about 1.40, or each person was on the sick list $1\frac{40}{100}$ times during the year. The proportion of deaths to the whole number in service, was 1.30, and the percentage of deaths to the whole number of cases is 0.90, or one death in about 111 cases.

I have much satisfaction in referring to the very favorable sanitary condition of the navy exhibited by these statistics, and especially to the small proportion of deaths; for when the influence of varying climate

is considered, and the unpropitious circumstances under which grave disease is treated on shipboard, these results attest the skill and efficiency of the medical corps, as well as a commendable attention to all measures tending to the preservation of health.

The vessels of the African squadron continue to display a remarkable exemption from death; though the station presents so many circumstances unfavorable to health.

The flag-ship Cumberland, with a complement of 350 men, has just completed a cruise of upwards of two years, with a loss of three men by death; the average sick list during the cruise was upwards of eleven per day.

During the year 1858 the Marion, with a complement of 145, had no death. The Vincennes, with a complement of 195, had but one death. The Dale, with a complement of 150, had three deaths, though almost continually employed on the coast.

In the home squadron the ratio of mortality is larger than in the African squadron, though the per centage of cases of sicknes is smaller; in the former it is 1.35, and in the latter 1.44 to the whole number employed.

The prevalent disease of the vessels of the home squadron is fever, of the intermittent or remittent character, owing to the constant presence of the vessels at the different points on the coast of Central America.

During the year 1858, the Jamestown, employed in the home squadron, with a complement of about 200, has had an average sick list of nearly 14, and reports two deaths; the Saratoga, with a complement of about 230, has had an average sick list of 14, and reports four deaths.

The Colorado and Roanoke, flag-ships of the home squadron, during the year, with a complement of about 575, report but three deaths and an average sick list of 17.

In the Mediterranean, the Wabash, flag-ship, with a complement of about 580, reports three deaths in the nine months of 1858, and a daily sick list of 15. The Macedonian, of nearly 300, reports two deaths in the same period, and an average daily sick list of 10.

In the East Indies, the Minnesota, with a complement of 570, lost 15 men by death, owing to an outbreak of cholera, and had a daily average of 37 sick during the year 1858.

The Powhatan, with a complement of 310, lost four men by death, and had an average sick list of 17 during the year.

The Germantown, with a complement of 200, lost two men, and had an average sick list of 12 during the year 1858.

The Mississippi, with a complement of 300, lost one man by death, and had an average sick list of 14 per day during the year.

In the Pacific, the flag-ship Merrimack, with a complement of about 75, had three deaths and an average sick list of 20 per day during the year 1858.

The Saranac, with a complement of about 230, lost four men by death, and had an average sick list of 14 during the same period. The St. Mary's sloop-of-war, with a complement of 190, had four deaths, and an average sick list of 9 during the year. The Decatur, sloop-of-war,

with a complement of 130 men, had one death, and an average sick list of 7.

In the Brazil squadron, the St. Lawrence, flag-ship, with a complement of 450, had three deaths, and an average sick list of 16 during 1858. The Falmouth, sloop, of 180 men, had two deaths, and a daily average sick list of 5.

HOSPITAL FUND.

The condition of the hospital fund is represented as follows:

Balance remaining on hand June 30, 1858	$48,722 29
Transfers made by Fourth Auditor in settlement of accounts, &c	42,855 67
Ascertained value of ten acres of land belonging to navy hospital at Chelsea, transferred to government for purposes of a marine hospital	50,000 00
Transfers, on account of supplies from the naval laboratory, to vessels and navy-yards	14,666 60
Amount of funds for the year ending June 30, 1859	158,044 56
Expended during the year ending June 30, 1859	35,505 39
Balance remaining on hand July 1, 1859	122,539 17

Naval hospitals are supported exclusively from this fund, which is maintained by a monthly deduction of twenty cents from the pay of officers, seamen, and marines; and the transfer of the pensions of such persons as commute their pensions for support in the naval asylum.

The expense, per week, of the hospital patients for the year ending June 30, 1858, has been $2 56, under all the heads coming under the cognizance of this bureau.

NAVAL LABORATORY.

This establishment continues to meet all demands, and to answer satisfactorily the purpose for which it was established. In addition to its more legitimate duties, it has afforded valuable aid to other departments of the navy in the way of analysis, or other careful examination of various articles offered under contract, whose composition and quality could not be determined by mere physical inspection.

Amount purchased for laboratory for the year ending June 30, 1859	$14,035 28
Value of issues from laboratory for same term	17,609 73
Stock on hand, machinery and appliances, June 30, 1859	19,918 50

INSANE OF THE NAVY.

On the 30th of September, 1858, one officer and ten seamen and marines remained under treatment in the government hospital for the

insane, near this city. During the year ending September 30, 1859, one officer and six seamen and marines were admitted; four seamen were discharged, and one died; leaving in the hospital September 30, thirteen patients, viz: two officers, two marines, and nine seamen.

Any special allusion to the merits of an institution which has already assumed so high a rank in our country is deemed supererogatory; it is believed to be unsurpassed, if, indeed, it be equalled, for its many facilities and conveniences for the proper treatment of the unfortunate beings, for whom the government has made such ample and considerate provision.

MEDICAL CORPS OF THE NAVY.

According to the schedule of the naval force to be employed during the year, thirty-nine surgeons and seventy passed and other assistant surgeons will be required for sea-service; hospitals, receiving ships, rendezvous, laboratory, and the Bureau of Medicine and Surgery require twenty-seven surgeons and eighteen passed and other assistant surgeons, making a total of sixty-six surgeons and eighty-eight passed and other assistant surgeons for the current service of the year.

The medical corps is restricted by act of Congress of August, 1842, to sixty-nine surgeons and eighty passed and other assistant surgeons; yet there is a very great deduction to be made from this number on account of the advanced age and infirmity of many members of the corps.

It is estimated that at least ten surgeons, or about one seventh of the entire number, and nearly an equal number of assistant surgeons, are no longer able to perform sea-service; and, as their share of duty is necessarily imposed upon the remainder of the corps, it will be seen how imperatively some measure of relief is needed to secure to medical officers the customary indulgence or relaxation from duty. The number of medical officers established by the act of 1842 was sufficient for the navy as constituted at that period; but the great increase of steamers and small vessels of late years has brought no corresponding increase of medical officers, so that the present defective corps is required to perform duties too numerous for its strength, if all its members were able to perform their share of work.

There are, upon the list of surgeons and assistant surgeons, officers who have not been to sea for upwards of twenty years, and who never will be able to perform a cruise; yet while they occupy a place upon the numerical roll, the promotion of young and efficient men is deferred.

I have no hesitation in saying that the medical corps, under its present organization, is insufficient for the current demands of the service; and while the navy is constantly expanding, age and the vicissitudes of naval life are surely adding to the embarrassments under which the medical department labors.

The necessity for additional medical officers has been repeatedly brought to the notice of the department, and though the appeal has thus far met with no success, its importance requires that I should

respectfully invite the attention of the honorable Secretary once more to the subject.

It will be seen from the schedule of vessels to be employed during the year that, if they are all put in commission, there will be a positive deficiency of assistant surgeons, even if those just returned from sea are called immediately into service; or else public vessels must encounter the risks of climate and casuality without medical aid.

Last year the bureau suggested, and the honorable Secretary recommended, an increase of twenty surgeons and twenty assistant surgeons.

I am of opinion that this number is not in excess of the present and immediate prospective demands of the navy, and that they could all be usefully employed. It would afford a reasonable indulgence to officers at the expiration of a cruise, as well as the ready means of providing for the contingencies and unexpected calls which are of constant occurrence in the public service.

Many vessels upon sickly stations are now without their proper completement of medical officers; and, as they are just as liable to sickness and to the influences of climate as any others, serious consequences might ensue if the ship was left entirely without medical aid.

No contracts have been made by the bureau during the year.

W. WHELAN.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, for the support of said bureau, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Salaries.				
Salary of the chief of the bureau, per act of Congress approved March 3, 1855, Statutes at Large, 2d session 33d Congress, page 675	$3,500 00			
Salary of one clerk of 4th class, assistant to chief, per act of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211	1,800 00			
Salaries of two clerks of the 2d class, at $1,400 each, per acts of March 3, 1853, Statutes at Large, 2d session 32d Congress, page 211, April 22, 1854, Statutes at Large, 1st session 33d Congress, page 276, and August 4, 1854, Statutes at Large, 1st session 33d Congress, page 572	2,800 00			
Salary of messenger, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145	840 00			
Salary of laborer, per joint resolution of August 18, 1856, Statutes at Large, 1st session 34th Congress, page 145	600 00			
		$9,540 00		
Contingent expenses.				
Blank-books, stationery, and miscellaneous items		450 00		
Total required for support of bureau		9,990 00		$9,990 00

B.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.		Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
Surgeons' necessaries and appliances.				
For the support of the medical department of vessels in commission, navy-yards, naval stations, marine corps, and Coast Survey, as follows:				
Sailing vessels—31.				
Two frigates, at $1,100 each	$2,200 00			
Four razee sloops, 1st and 2d class, at $700	2,800 00			
Seventeen sloops, 1st, and 2d, and 3d class, at $600	10,200 00			
Three brigs, at $250	750 00			
Five store-ships, at $200	1,000 00			
		$16,950 00		
Steam vessels—22.				
Four screw steamers, 1st class, at $1,100	4,400 00			
Four screw steamers, 2d class, at $600	2,400 00			
Six screw steamers, 3d class, at $400	2,400 00			
Four side-wheel steamers, 1st and 2d class, at $600	2,400 00			
Four side-wheel steamers, 3d class, at $300	1,200 00			
		12,800 00		

Receiving ships—5.				
Three ships-of-the-line, at $500	1,500 00			
Two sloops, at $150	300 00			
		1,800 00		
Navy-yards—8.				
Portsmouth, New Hampshire	150 00			
Boston, Massachusetts	150 00			
New York, New York	150 00			
Philadelphia, Pennsylvania	150 00			
Washington, District of Columbia, and marine barracks	1,200 00			
Norfolk, Virginia	200 00			
Pensacola, Florida	200 00			
Mare Island, California	150 00			
		2,350 00		
Naval stations—2.				
Naval Academy, Annapolis, Maryland	400 00			
Observatory, and general relief of officers	400 00			
		800 00		
Coast Survey.				
Twelve steam and sailing vessels, at $75 each		900 00		
Total required		35,600 00		$35,600 00

No. 7.

HEADQUARTERS OF THE MARINE CORPS,
Washington, November 21, 1859.

SIR: I have the honor to report that I have, within a few weeks, inspected all the marine stations except Pensacola.

At Portsmouth, New Hampshire, the barracks require a good deal of repairing; the floors of the men's quarters are worn through in places; the stairs are much worn; and the floors and stairs require to be made new. The roof is leaking, and will require a good deal of repairing. And I recommend that an arcade be put in front of the barracks, it being greatly needed for the protection of the men in that inclement climate.

At Boston, the barracks were surveyed and condemned many years since; and they have become so dilapidated the men can no longer be made comfortable in them, and they are not worth repairing. The site of the old barracks is the most suitable of any that can be obtained; and I recommend that new barracks be built upon the site of the old ones.

The barracks at New York are being constructed, and, I trust, they will be completed within a year, as they are greatly needed.

At Philadelphia the barracks are small; but, with a little repair, they will accomodate, for a few years, the small number of men that are usually at that post.

At Norfolk the barracks are dilapidated and not suited for the purpose for which they are used. The plan of the navy-yard has been drawn since those barracks were built, and they are placed where there is to be a street, which the commandant of the yard wishes to open. A suitable site can be procured adjacent to the navy-yard at a fair valuation, its location healthy, and the water-front much needed for naval purposes. I recommend that it be purchased and barracks built upon it, as they are greatly wanted.

At headquarters there is the usual wear of barracks to be provided for.

The corps is, at all times, nearly full, and at the different stations the recruits are being drilled and prepared for active service. In the army they have large barracks at different points for schools of practice for the officers and men. The same instructions should be imparted to the marines; but from want of accommodations and of numbers we find it impossible to instruct the men as infantry and as light and heavy artilery, as much as they should be before we are obliged to send them upon active duty at sea and on shore.

To remedy these wants, I earnestly recommend that the department should ask for an increase of seven captains, fourteen first and six second lieutenants, and nine hundred and thirty-two privates, with a proportional number of non-commissioned officers and musicians, that we may be enabled to meet the wants of the service. I also recommend that the department should ask for authority to construct quarters for the comfortable accommodation of the officers and men at the different points named in this report.

A general return of the marine corps, showing the disposition of the officers and men, will accompany this report.

I am, sir, very respectfully, yours,

JOHN HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS OF THE MARINE CORPS,
Washington, September, 14, 1859.

SIR: I transmit herewith estimates in triplicate from the paymaster's department, for pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates of the United States marine corps, for the fiscal year ending June 30, 1861.

I am, very respectfully, your obedient servant,

JOHN HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 14, 1859.

SIR: I inclose herewith estimates in triplicate for pay and subsistence of officers, pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, for the fiscal year ending June 30, 1861.

The total amount of the estimates now submitted is three thousand six hundred and fifty-eight dollars and fifty cents less than the amount appropriated for the present fiscal year, as follows:

Reduction in the number of extra or double rations to the commanding marine officers on board the receiving ships at Boston, New York, and Norfolk, and at the navy-yard, Washington, D. C., discontinued by general order of the Navy Department	$2,232 00	
Reduction in the number of additional rations to officers for five years' service	1,642 50	
		3,874 50
Increase to the pay of the clerk in the assistant quartermaster's office, Philadelphia, authorized by the Navy Department		216 00
Total reduction		3,658 50

I am, sir, very respectfully, your obedient servant,

WILLIAM W. RUSSELL,
Paymaster United States Marine Corps.

Colonel JOHN HARRIS,
Commandant U. S. Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers, pay of non-commissioned officers, musicians, and privates, of the United States Marine Corps, and pay for undrawn clothing, &c., from July 1, 1860, to June 30, 1861.

Rank and grade.	Number.	PAY.				SUBSISTENCE.			Aggregate.
		Pay per month.	Number of servants at $11 per month.	Number of servants at $13 per month.	Total.	Number of rations at 30 cents per ration.	Number of extra or double rations at 30 cents per ration.	Total.	
Colonel commandant	1	$265 00	2	.....	$1,404 00	6	6	$1,314 00	$2,718 00
Lieutenant colonel	1	80 00	2	.....	1,224 00	5	5	1,095 00	2,319 00
Major	4	70 00	2	.....	4,416 00	4	4	3,504 00	7,920 00
Paymaster, adjutant and inspector, and quartermaster	3	80 00	.....	2	3,744 00	4	.....	1,314 00	5,058 00
Assistant quartermaster	1	70 00	.....	1	984 00	4	.....	438 00	1,422 00
Captains commanding posts and at sea	8	70 00	1	.....	7,776 00	4	4	7,008 00	14,784 00
Captains	5	60 00	1	.....	4,260 00	4	.....	2,190 00	6,450 00
First lieutenants commanding guards of squadrons at sea	3	60 00	1	.....	2,556 00	4	4	2,628 00	5,184 00
First lieutenants	17	50 00	1	.....	12,444 00	4	.....	7,446 00	19,890 00
Second lieutenants	20	45 00	1	.....	12,440 00	4	.....	8,760 00	22,200 00
Sergeant major and quartermaster sergeant	2	24 00	.....	.....	576 00	.....	.....	.....	576 00
Drum major and fife major	2	22 00	.....	.....	528 00	.....	.....	.....	528 00
Orderly sergeants of posts and guards at sea	40	22 00	.....	.....	10,560 00	.....	.....	.....	10,560 00
Sergeants, first enlistment	58	17 00	.....	.....	11,424 00	.....	.....	.....	11,424 00
Sergeants, second enlistment	36	19 00	.....	.....	8,208 00	.....	.....	.....	8,208 00
Corporals, first enlistment	67	13 00	.....	.....	13,572 00	.....	.....	.....	13,572 00
Corporals, second enlistment	45	15 00	.....	.....	8,100 00	.....	.....	.....	8,100 00
Drummers and fifers, first enlistment	20	12 00	.....	.....	2,880 00	.....	.....	.....	2,880 00
Drummers and fifers, second enlistment	40	14 00	.....	.....	6,720 00	.....	.....	.....	6,720 00
Privates, first enlistment	1,168	11 00	.....	.....	154,176 00	.....	.....	.....	154,176 00
Privates, second enlistment	400	13 00	.....	.....	62,400 00	.....	.....	.....	62,400 00
Clerks to colonel commandant, paymaster, adjutant and inspector, quartermaster, and assistant quartermaster	10	.....	.....	.....	10,830 30	.....	.....	.....	10,830 30
Hospital steward and nurse in hospital	2	*1 50	.....	.....	1,095 00	.....	.....	.....	1,095 00
Messenger to commandant and staff at headquarters	1	.....	.....	.....	809 50	.....	.....	.....	809 50
Messenger to assistant quartermaster, Philadelphia	1	*1 00	.....	.....	365 00	.....	.....	.....	365 00
Additional rations to officers for five years' service	.....	.....	.....	.....	.....	180	.....	19,710 00	19,710 00
Bounty for reenlistment, (non-commissioned officers)	.....	.....	.....	.....	1,119 00	.....	.....	.....	1,119 00

Bounty for reënlistment, (musicians and privates)					4,125 00				4,125 00
Officers' servants, at $11 50 per month for rations and clothing								9,936 00	9,936 00
Undrawn clothing								9,000 00	9,000 00
Additional pay for musicians of the band, per act August 18, 1856					1,200 00				1,200 00
					350,935 80			74,343 00	425,278 80

* Per day.

Respectfully submitted.

HEADQUARTERS OF THE MARINE CORPS,
Paymaster's Office, September 14, 1859.

WM. W. RUSSELL.
Paymaster United States Marine Corps.

HEADQUARTERS MARINE CORPS,
Washington, September 16, 1859.

SIR: I forward to the department, at the request of Major Sutherland, triplicate estimates for the supply of the quartermaster's department of the marine corps, from the 1st of July, 1860, to the 30th of June, 1861; also, duplicate schedules of bids and contracts for fuel and rations.

I am, sir, very respectfully, yours,
JOHN HARRIS,
Colonel Commandant.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 12, 1859.

SIR: I have the honor to transmit herewith, to be forwarded to the Navy Department, triplicate estimates for the support of the quartermaster's department marine corps, from 1st July, 1860, to the 30th June, 1861; also duplicate schedules of bids and contracts for fuel and rations.

These estimates do not vary from those submitted last year.

I am, sir, very respectfully, your obedient servant,
D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

Colonel JOHN HARRIS,
Commandant Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the United States Marine Corps for one year from July 1, 1860, *to June* 30, 1861.

There will be required for the quartermaster's department of the marine corps, for one year, commencing on the 1st July, 1860, in addition to the balances then remaining on hand, the sum of two hundred and seventy-four thousand four hundred and fifty-seven dollars and twenty-five cents, viz:

For clothing	$73,856 00
For clothing, to refund overpayments on account of this appropriation for former years	40,000 00
For provisions	71,759 00
For fuel	22,342 25
For military stores, viz: pay of armorers, repair of arms, purchase of accouterments, ordnance stores, flags, drums, fifes, and other instruments	12,000 00
For transportation of officers and troops, and for expenses of recruiting	14,000 00

For repair of barracks, and rent of offices, where there are no buildings for that purpose	$8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage, compensation to judge advocates, per diem for attending courts martial, courts of inquiry, and constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, forage, straw, furniture, bedsacks, spades, shovels, axes, picks, carpenter's tools, keep of a horse for the messenger, pay of matron, washerwoman, and porter at hospital headquarters	32,500 00
Total required	274,457 25

Respectfully submitted,

D. J. SUTHERLAND,
Major and Quartermaster, U. S. Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Rations, at twenty cents.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen	948	33	.....	981	1	$71,613 00
Matron and washerwoman at hospital, headquarters	.....	1	1	2	1	146 00
Amount required	.....	.....	.....	.....	.....	71,759 00

CLOTHING.

For whom required.	Enlisted men.	Amount.
Non-commissioned officers, musicians, and privates, at $36 per annum	$1,896 00	$68,256 00
700 watch coats, at $8 each	.....	5,600 00
Amount required	.....	73,856 00

FUEL.

For whom required.	Number.	Amount.		Amount.	
		Cords.	*Ft.*	*Cords.*	*Ft.*
Colonel commandant	1	36	4	36	4
Lieutenant colonel	1	29	4	29	4
Majors	4	29	4	118	0
Staff majors	3	29	4	88	4
Staff captains	1	24	6	24	6
Captains	12	24	6	297	0
Lieutenants, first and second	24	16	4	396	0
Non-commissioned officers, musicians, privates, washerwomen, and servants	1,031	1	4	1,546	4
Matron to hospital, headquarters	1	1	4	1	4
Hospital, headquarters	1	33	0	33	0
Hospitals at other posts	5	16	4	82	4
Armory at headquarters	1	30	0	30	0
Mess rooms for officers	7	3	4	24	4
Offices of commandant and staff, and commanding officers of posts	15	7	0	105	0
Officers-of-day's room	7	3	4	24	4
Guard rooms at barracks and navy-yards	9	21	0	189	0
Stores for clothing and other supplies	3	5	0	15	0
One fourth additional on 600 cords, the quantity supposed to be required in latitude north of 39°				150	0
Amount required				3,191	6
Which, at $7 per cord, is				$22,342	25

Schedule of bids received by Major D. J. Sutherland, Quartermaster Marine Corps, for fuel for Marine Corps, under advertisement of April 15, 1859.

No.	Names of bidders.	Portsmouth, N. H.		Charlestown, Mass.		Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D. C.		Gosport, Va.		Warrington, Fla.	
		Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.	Wood, per cord.	Coal, per ton.
1	Robert Todd	.....	.....	$6 90	$5 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	Alex. Convery	.....	.....	.....	.....	.....	.....	$5 87	$4 90	.....	.....	.....	.....	.....	.....
3	Henderson Fowler*	.....	.....	.....	.....	.....	.....	.....	.....	.....	$4 45	.....	.....	.....	.....
4	F. Zantzinger	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$4 70	$6 90	.....	.....
5	J. C. Hobday	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 94	7 25	.....	.....
6	T. E. Cahill	.....	.....	.....	.....	.....	.....	5 90	4 12½	.....	.....	.....	.....	.....	.....
7	R. W. Bates	.....	.....	.....	.....	.....	.....	.....	.....	$4 98	.....	.....	.....	.....	.....
8	R. W. Bates	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 43	.....	.....	.....	.....
9	T. Edward Clarke	.....	.....	.....	.....	.....	.....	.....	.....	4 90	4 42	.....	.....	.....	.....
10	P. Otterback, jr	.....	.....	.....	.....	.....	.....	.....	.....	4 87½	.....	.....	.....	.....	.....
11	S. A. H. Marks, jr	.....	.....	.....	.....	.....	.....	.....	.....	5 25	4 38	.....	.....	.....	.....
12	Burke & McGranahan	.....	.....	.....	.....	.....	.....	.....	3 80	.....	.....	.....	.....	.....	.....
13	Peters & Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 50	6 30	.....	.....
14	S. & E. Knight	.....	.....	5 90	5 70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	Andrew McFarland*	.....	.....	.....	.....	.....	.....	4 25	3 30	.....	.....	.....	.....	.....	.....
16	John Walker*	.....	$6 94	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	Alfred Hoitt	$6 90	6 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	E. F. Sise & Co*	.....	7 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	John Laughlin	.....	.....	.....	.....	$6 19	$5 15	.....	.....	.....	.....	.....	.....	.....	.....
20	John Muchmore	.....	.....	.....	.....	5 60	5 60	.....	.....	.....	.....	.....	.....	.....	.....
21	C. P. Knapp	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$4 20	.....
22	George G. Pattison*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 00	.....
23	George H. Oneal*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 75	.....

E. E.

* Informal.

HEADQUARTERS MARINE CORPS, *Quartermaster's Office, Washington, September 12, 1859.*

D. J. SUTHERLAND, *Quartermaster United States Marine Corps.*

Schedule of "contracts for fuel" for the Marine Corps, for the fiscal year ending June 30, 1860.

Names of the contractors.	Place of residence.	Date of contracts.	What stations.	Coal per ton.	Wood per cord.	What period.
Alfred Hoitt	Durham, New Hampshire	June 1, 1859	Portsmouth, New Hampshire	$6 90	$6 90	July 1, 1859, to June 30, 1860.
Robert Todd	Charlestown, Massachusetts	do	Charlestown, Massachusetts	5 50		Do. do.
S. & E. Knight	do	do	do		5 90	Do. do.
John Muchmore	Brooklyn, New York	do	Brooklyn, New York		5 60	Do. do.
John Loughlin	do	do	do	5 15		Do. do.
Burke & McGranahan	Philadelphia, Pennsylvania	do	Philadelphia, Pennsylvania	3 80		Do. do.
Alexander Convery	do	do	do		5 87	Do. do.
S. A. H. Marks, jr	Washington, District Columbia	do	Washington, District Columbia	4 38		Do. do.
P. Otterback, jr	do	do	do		4 87½	Do. do.
Peters & Reed	Portsmouth, Virginia	do	Gosport, Virginia	6 30		Do. do.
F. Zantzinger	Norfolk, Virginia	do	do		4 70	Do. do.
C. P. Knapp	Pensacola, Florida	do	Warrington, Florida		4 90	Do. do.

E. E.

D. J. SUTHERLAND, *Quartermaster United States Marine Corps.*

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, September 12, 1859.

Schedule of bids for rations, for 1859, *under advertisement dated September* 28, 1858.

Names of bidders.	WHAT STATION.							Remarks.
	Washington, D. C.	Philadelphia, Pa.	New York, N. Y.	Boston, Mass.	Portsmouth, N. H.	Norfolk, Va.	Warrington, Fla.	
	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	Per 100.	
Z. M. P. King	$17 34							
N. W. Burchell						$22 20		
C. P. Knapp							$19 75	Accepted.
Martin P. King	17 00							
W. H. Arnold	18 25							
N. H. Graham	19 20	$21 48	$21 20	$17 20	$19 00	20 00		Accepted for Norfolk, Virginia.
James Nokes	20 99	22 50				25 00		
John O'Varrell					17 65			
George G. Pattison							20 00	
D. F. Keeling	23 40		23 40			23 20		
E. F. Queen	20 00							
B. Carter, jr				17 93				
David Cooper		14 70	15 20					Declined by letter of November 8, 1858.
Charles G. Barkley							23 00	
Peter Higgins			22 00	17 18	17 63			Accepted for Boston, Mass., and Portsmouth, New Hampshire.
A. P. Hoover	16 95	25 00	25 00	26 00	27 00	26 00	30 00	Accepted for Washington, D. C.
S. Reckless		21 45	21 00		22 00			Accepted for New York, N. Y., and Philadelphia, Pa.
John O'Varrell				18 85				
B. Carter, jr					17 87			

E. E.

HEADQUARTERS MARINE CORPS, *Quartermaster's Office, Washington, September* 12, 1859.

D. J. SUTHERLAND, *Quartermaster United States Marine Corps.*

Schedule of existing contracts for rations for Marine Corps, during the year 1859.

Names of contractors.	Place of residence.	Date of contract.	What stations.	Rations per 100.	What period.
Peter Higgins	Boston, Mass	November 1, 1858	Portsmouth, N. H	$17 63	During the year 1859.
Peter Higgins	do.	do.	Charlestown, Mass	17 18	Do.
S. Reckless	Philadelphia, Pa	do.	Brooklyn, N. Y	21 00	Do.
S. Reckless	do.	do.	Philadelphia, Pa	21 45	Do.
A. P. Hoover	Washington, D. C.	do.	Washington, D. C.	16 95	Do.
N. H. Graham	Philadelphia, Pa	do.	Gosport, Va	20 00	Do.
C. P. Knapp	Pensacola, Fla	do.	Warrington, Fla	19 75	Do.

E. E.

D. J. SUTHERLAND,
Quartermaster United States Marine Corps.

HEADQUARTERS MARINE CORPS, *Quartermaster's Office, Washington, September* 12, 1859.

No. 8.

General estimate of the sums required for the support of the office of the Secretary of the Navy, and the several bureaus of the Navy Department, for the fiscal year ending June 30, 1861.

Office or bureau.	Salaries.	Contingent.
Office of the Secretary of the Navy	$29,600 00	$2,840 00
Bureau of Ordnance and Hydrography	12,340 00	750 00
Bureau of Yards and Docks	14,140 00	800 00
Bureau of Construction, Equipment, and Repair	21,340 00	800 00
Bureau of Provisions and Clothing	8,840 00	700 00
Bureau of Medicine and Surgery	9,540 00	450 00
	95,800 00	6,340 00

RECAPITULATION.

Civil.

Salaries	$95,800 00
Contingent	6,340 00

Appropriated for the fiscal year 1859–60.

For salaries	$95,800 00
For contingent	6,340 00

No. 9.

General estimate of the sums required for the support of the Southwest Executive Building, for the fiscal year ending June 30, 1861.

CIVIL.

For salaries	$2,400 00
For contingent	3,913 00

APPROPRIATED FOR FISCAL YEAR 1859–60.

For salaries	$2,400 00
For contingent	3,913 00

No. 10.

Summary estimate of appropriations under the cognizance of the Navy Department, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Yards & Docks.	Bureau of Ordnance & Hydrography.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine & Surgery.	Aggregates.
NAVY PROPER.							
Pay of the navy	$487,075 00	$262,774 00	$204,286 58	$3,148,680 00			$4,102,815 58
Repair, equipment, &c				2,523,000 00			2,523,000 00
Fuel for the navy				840,000 00			840,000 00
Purchase of hemp, &c				300,000 00			300,000 00
Ordnance and ordnance stores			338,000 00				338,000 00
Provisions					$941,700 00		941,700 00
Surgeons' necessaries, &c						$35,600 00	35,600 00
Contingent, enumerated		478,000 00		350,000 00	68,000 00		896,000 00
	478,075 00	740,774 00	542,286 58	7,161,680 00	1,009,700 00	35,600 00	9,977,115 58
MARINE CORPS.							
Pay							$425,278 80
Clothing							113,856 00
Provisions							71,759 00
Fuel							22,342 25
Military stores							12,000 00
Transportation							14,000 00
Repairs of barracks, &c							8,000 00
Contingent, enumerated							32,500 00
							699,736 05

SPECIAL OBJECTS

Navy-yards.							
Portsmouth, N. H.		$10,000 00					
Boston		15,000 00					
New York		20,000 00					
Philadelphia		15,000 00					
Washington		10,000 00					
Norfolk		20,000 00					
Pensacola		10,000 00					
Mare Island		20,000 00					
Sackett's Harbor		1,000 00					
							$121,000 00
Hospitals.							
Boston		2,500 00					
New York		7,000 00					
Philadelphia, (asylum)		32,150 00					
Norfolk		18,270 00					
Pensacola		10,500 00					
							70,420 00
Magazines.							
Boston		2,000 00					
Philadelphia		600 00					
Washington		4,000 00					
Norfolk		10,700 00					
Pensacola		48,694 00					
							65,994 00
Miscellaneous.							
Pay of superintendents		148,604 00					
Naval Observatory			$34,000 00				

No. 10—Continued.

Heads or titles of appropriations.	Office of the Secretary of the Navy.	Bureau of Yards & Docks.	Bureau of Ordnance & Hydrography.	Bureau of Construction, Equipment, & Repair.	Bureau of Provisions and Clothing.	Bureau of Medicine & Surgery.	Aggregates.
Naval Academy			$57,096 00				
Nautical Almanac			25,880 00				
Charter of steamer on East India station	$45,000 00						
	45,000 00	$148,604 00	116,976 00				$310,580 00
							567,994 00

AGGREGATE—NAVY.

Navy proper		$9,977,115 58
Marine corps		699,736 05
Special objects—		
Navy-yards	$121,000 00	
Hospitals	70,420 00	
Magazines	65,994 00	
Miscellaneous	310,580 00	
		567,994 00
		11,244,845 63

No. 11.—*General estimate of appropriations under the cognizance of the Navy Department, for the support of the Navy, required for the service of the fiscal year ending June 30, 1861.*

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For pay of commission, warrant, and petty officers and seamen, including the engineer corps.	$4,102,815 58	.....	$3,930,439 00
For provisions for commission, warrant, and petty officers and seamen, including engineers; and also marines attached to vessels for sea-service	941,700 00	.....	945,840 00
For surgeons' necessaries and appliances for the sick and hurt of the navy, including the engineer and marine corps	35,600 00	.....	35,600 00
For the repair and equipment of vessels of the navy	2,523,000 00	.....	1,000,000 00
For fuel for the navy	840,000 00	.....	600,000 00
For the purchase of hemp and other materials for the navy	300,000 00	.....	300,000 00
For ordnance and ordnance stores, including incidental expenses	338,000 00	.....	563,000 00
For contingent expenses that may accrue for the following purposes, viz: Freight and transportation; printing and stationery; advertising in newspapers; books, maps, models, and drawings; purchase and repair of fire-engines and machinery; repair of, and attending to, steam-engines in navy-yards; purchase and maintenance of horses and oxen, and driving teams; carts, timber-wheels, and the purchase and repair of workmen's tools; postage of public letters; fuel, oil, and candles, for navy-yards and shore stations; pay of watchmen, and incidental labor not chargeable to any other appropriation; transportation to, and labor attending the delivery of provisions and stores on, foreign stations; wharfage, dockage, and rent; traveling expenses of officers and others under orders; funeral expenses; store and office rent; fuel; commissions and pay of clerks to navy agents and storekeepers; flags, awnings, and packing-boxes; premiums and other expenses of recruiting; apprehending deserters; per diem pay to persons attending courts-martial, courts of inquiry, and other services authorized by law; pay to judges advocate; pilotage and towage of vessels, and assistance to vessels in distress; and for bills of health and quarantine expenses of vessels of the United States navy in foreign ports	896,000 00	.....	896,000 00
	9,977,115 58	.....	8,270,879 00

No. 12.

General estimate of appropriations under the cognizance of the Navy Department, for the support of the Marine Corps, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For pay of officers, non-commissioned officers, musicians, privates, clerks, servants, &c., rations and clothing for servants, additional rations to officers for five years' service, undrawn clothing and rations, bounties for reënlistments	$425,278 80	.....	$428,937 30
For provisions	71,759 00	.....	71,759 00
For clothing	113,856 00	.....	73,856 00
For fuel	22,342 25	.....	22,342 25
For military stores, viz: pay of armorers, repair of arms, purchase of accouterments, ordnance stores, flags, drums, fifes, and other instruments	12,000 00	.....	12,000 00
For transportation of officers and troops, and expenses of recruiting	14,000 00	.....	14,000 00
For repair of barracks, and rent of offices where there are no public buildings for that purpose.	8,000 00	.....	8,000 00
For contingencies, viz: freight, ferriage, toll, cartage, wharfage; compensation to judges advocate; per diem for attending courts-martial, courts of inquiry, and for constant labor; house rent in lieu of quarters; burial of deceased marines; printing, stationery, postage, telegraphing; apprehension of deserters; oil, candles, gas, forage, straw, furniture, bedsacks, spades, shovels, axes, picks, carpenter's tools; keep of a horse for the messenger; pay of matron, washerwoman, and porter at the hospital, headquarters	32,500 00	.....	32,500 00
Total	699,736 05	.....	663,394 55

General estimate of appropriations under the cognizance of the Navy Department, for special objects, required for the service of the fiscal year ending June 30, 1861.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1861.	Estimates of the balances of appropriations unexpended on the 30th June, 1860, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1860.
For improvements and repairs at navy-yards and stations	$121,000 00	$76,000 00	$121,000 00
For improvements and repairs at the naval hospitals	70,420 00	18,500 00	76,085 00
For improvements and repairs at the naval magazines	65,994 00	43,000 00	114,957 00
For pay of superintendents, naval constructors, and civil establishments of the navy-yards and stations	148,604 00	61,000 00	152,454 00
For the purchase of articles, and incidental expenses connected with the Naval Observatory and Hydrographical Office, Washington	34,000 00	.....	53,000 00
For the improvement and repairs of building and grounds, and support of the Naval Academy at Annapolis, Maryland	57,096 00	.....	50,000 00
For preparing for publication the Nautical Almanac	25,880 00	.....	.....
For charter of steamer on East India station	45,000 00	.....	.....
	567,994 00	198,500 00	567,496 00

NOTE.—The amounts in the column headed "estimates of balances of appropriations unexpended on 30th June, 1860," are those which will probably remain in the treasury at that date under the several heads of appropriation, but as the work in progress at the several yards for which the appropriations were made will absorb these balances, they will not be available in the next year for objects other than those for which they were appropriated.

No. 14.

TREASURY DEPARTMENT,
Second Comptroller's Office, November 14, 1859.

SIR: I have the honor to transmit in duplicate a statement of the appropriations for the Navy Department for the fiscal year 1858-59, showing the balances of appropriations on the 1st of July, 1858; the appropriations made for the fiscal year 1858-59; the repayments and transfers in same period; amounts applicable to the service of the aforesaid fiscal year; the amounts drawn by requisitions on the treasury in same time; and, finally, the balances on the 1st of July, 1859; prepared in pursuance of an act of Congress, approved May 1, 1820.

Very respectfully, sir, your obedient servant,

J. MADISON CUTTS,
Comptroller.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

No. 14—Continued.

Statement of the appropriations for the service of** the Navy Department from July 1, 1858, **to June 30, 1859, made in pursuance of the provisions of the second section** of the act of Congress of May 1, 1820, **entitled "An act in addition to the several acts for the establishment of the Treasury, War, and Navy Departments."

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858-59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858-59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858-59.	Balances, June 30, 1859.
Pay of the navy	$527,217 05	$3,867,799 00	$690,872 51	$5,085,888 56	$4,047,856 29	$1,038,032 27
Contingent expenses	9,993 23	897,600 00	264,009 59	1,171,602 82	1,168,826 84	2,775 98
Increase, repairs, &c.	582,323 90	3,448,000 00	551,416 18	4,581,740 08	4,105,751 60	475,988 48
Provisions for navy	405 33	941,700 00	23,319 50	965,424 83	962,746 16	2,678 67
Clothing for navy	194,519 76	.....	226,744 10	421,263 86	280,086 55	141,177 31
Naval Academy	.....	45,671 22	2,445 00	48,116 22	46,111 67	2,004 55
Books, maps, &c.	765 96	.....	23 00	788 96	788 96	.....
Nautical instruments	3,208 93	18,000 00	568 56	21,777 49	21,728 00	49 49
Nautical Almanac	13,844 27	26,880 00	235 90	40,960 17	27,015 40	13,944 77
Publishing Sailing Directions	33,200 00	5,000 00	247 21	38,447 21	20,262 25	18,184 96
Publishing Wind and Current Charts	14,703 35	18,000 00	1,635 01	34,338 36	7,201 69	27,136 67
Contingent expenses and wages at Observatory	6,893 41	6,160 00	305 43	13,358 84	8,765 02	4,593 82
Pay of superintendents, &c.	71,449 45	139,232 00	211 67	210,893 12	148,154 84	62,738 28
Pay of dropped naval officers	6,200 00	.....	700 98	6,900 98	1,000 00	5,900 98
Increase pay to clerks at Washington navy-yard, &c.	.....	11,009 03	.....	11,009 03	11,009 03	.....
Extra pay, &c., to those serving in the Pacific	.....	19,450 69	3,291 31	22,742 00	22,742 00	.....
Pay of clerks in naval astronomical expedition	.....	3,580 85	216 43	3,797 28	3,797 28	.....
Prize money	26,573 59	830 05	419 13	27,822 77	.....	27,822 77
Navy-yard, Portsmouth, N. H.	86,113 89	52,215 00	7,371 41	145,700 30	96,656 88	49,043 42
Navy-yard, Boston	174,373 39	203,500 00	15,046 85	392,920 24	243,920 05	149,000 19
Navy-yard, New York	162,772 81	269,516 00	510 26	432,799 07	325,886 53	106,912 54
Navy-yard, Philadelphia	18,822 70	97,214 00	13,311 27	129,347 97	65,325 60	64,022 37
Navy-yard, Washington	51,302 60	99,100 00	33,625 02	184,027 62	109,486 31	74,541 31

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858–59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858–59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858–59.	Balances, June 30, 1859.
Navy-yard, Norfolk	$6,059 38	$395,808 00	$5,297 75	$317,075 13	$232,064 81	$85,010 32
Navy-yard, Pensacola	73,605 63	247,365 00	3,215 50	324,186 13	194,178 96	130,007 17
Navy-yard, San Francisco, California	104,100 61	317,971 00	64,504 08	486,575 69	340,538 30	146,037 39
Navy-yard, Blythe Island	69,435 15	.....	.....	69,435 15	.....	69,435 15
Navy-yard, Sackett's Harbor	3,687 58	.....	8 23	3,695 81	3,687 58	8 23
Magazine, Portsmouth, N. H.	11,005 33	46,600 00	4,526 19	62,131 52	20,248 00	41,883 52
Magazine, Boston	16,683 43	1,500 00	3,354 50	21,537 93	14,905 26	6,632 67
Magazine, New York	29,192 43	6,800 00	.....	35,992 43	6,335 67	29,656 76
Magazine, Philadelphia	9,240 88	1,000 00	31 49	10,272 37	9,462 95	809 42
Magazine, Washington	41,136 47	.....	50 30	41,186 77	32,944 07	8,242 70
Magazine, Norfolk	28,624 33	61,265 00	275 71	90,165 04	65,067 22	25,097 82
Magazine, Pensacola	5,039 68	1,000 00	235 30	6,274 98	5,790 98	484 00
Magazine, Mare Island	.....	11,450 00	13,378 98	24,828 98	13,389 98	11,439 00
Surgeons' necessaries	7,799 41	32,150 00	3,595 57	43,544 98	32,606 83	10,938 15
Navy hospital fund	45,225 86	.....	105,125 87	150,351 73	35,505 39	114,846 34
Navy hospital, Boston	2,183 83	3,000 00	562 66	5,746 49	3,846 84	1,899 65
Navy hospital, New York	2 98	13,200 00	4,983 49	18,186 47	9,141 39	9,045 08
Navy hospital, Philadelphia	19,003 92	34,892 00	113 25	54,009 17	28,391 01	25,618 16
Navy hospital, Norfolk	3,135 00	11,000 00	355 30	14,490 30	14,041 03	449 27
Navy hospital, Pensacola	14,768 71	18,700 00	.....	33,468 71	19,330 52	14,138 19
Six steam frigates	1,160,173 61	.....	18,068 65	1,178,242 26	370,172 80	808,069 46
Five steam sloops	527,609 04	1,350,000 00	45,193 16	1,922,802 20	1,060,025 07	862,777 13
Seven screw propellers, and one side-wheel steamer	.....	1,200,000 00	424 22	1,200,424 22	999,621 23	200,802 99
Stevens's war steamer	79,475 09	.....	.....	79,475 09	.....	79,475 09
Steam mail service	761,100 64	1,080,750 00	.....	1,841,850 64	*864,073 41	977,777 23
Basin and railway, California	8,267 81	.....	.....	8,267 81	8,267 81	.....
Coal depot at Key West	158 93	.....	.....	158 93	158 93	.....
Dry dock at Pensacola	.....	.....	279 55	279 55	279 55	.....
Dry dock at Philadelphia	.....	.....	1,042 96	1,042 96	1,042 96	.....

Charts of La Plata, &c.	5,541 83	11,700 00	992 00	18,233 83	8,373 82	9,860 01
Exploration of the Parana, &c.	23,425 62			23,425 62	4,200 00	19,225 62
Exploration and verification of ship canal near Isthmus of Darien	8,078 98		15 62	8,094 60	7,024 34	1,070 26
Arranging specimens of natural history	6,840 32		838 19	7,678 51	1,880 40	5,798 11
Meteorological observations	875 00	2,000 00	125 00	3,000 00	1,875 00	1,125 00
Testing useful inventions	8,995 80		12 00	9,007 80	204 52	8,803 28
Testing improvements in steam boilers	5,149 81		15 25	5,165 06	1,300 00	3,865 06
Arming and manning ordnance ship Plymouth	21,216 11		801 00	22,017 11	3,175 12	18,841 99
Purchase or charter of vessels for Paraguay expedition		289,000 00		289,000 00	221,452 00	67,548 00
Construction of sewer on Flushing avenue, New York, act March 3, 1857	60,000 00			60,000 00	†60,000 000	
Courts of inquiry		110,000 00		110,000 00	110,000 00	
Code of regulations		3,000 00		3,000 00	3,000 00	
Mexican hostilities	29,388 59		50 00	29,438 59	788 72	28,649 87
Military contributions, Mexico	4,466 56			4,466 56		4,466 56
Pay of marine corps	5,484 62	395,578 26	45,781 13	446,844 01	445,200 82	1,643 19
Provisions for marine corps		64,313 00		64,313 00	64,313 00	
Clothing for marine corps		66,512 00	301 02	66,813 02	66,813 02	
Fuel for marine corps		20,756 75		20,756 75	20,756 75	
Transportation of marine corps		12,000 00	2,822 08	14,822 08	14,622 08	200 00
Military stores, marine corps		25,000 00		25,000 00	25,000 00	
Repairs of barracks, marine corps		8,000 00	1 00	8,001 00	8,001 00	
Contingent of marine corps		32,500 00	405 00	32,905 00	32,905 00	
Marine barracks, Brooklyn	96,000 00			96,000 00	1,086 10	94,913 90
Marine barracks, Pensacola	28,862 85	16,800 00		45,662 85	45,075 72	587 13
Relief of widows and orphans of those lost in the Albany, &c., act August 1, 1856		1,176 00		1,176 00	1,176 00	
Relief of widows and orphans of forward officers lost in brig Somers		144 00		144 00	144 00	
Relief of John Guest and others, act 26th January, 1857	40 49			40 49	†40 49	
Relief of John L. Sanders, act 3d March, 1857		80 00		80 00	80 00	
Relief of captors of British brig Caledonia, act 23d February, 1859		12,000 00		12,000 00	12,200 00	
Relief of Charles D. Maxwell, surgeon, act 20th March, 1858		338,99		338 99	338 99	

* $406,087 50 of this sum transferred by warrant to Treasury Department proper, for the following purposes, viz: Transportation of the mails between San Francisco, California, and Olympia, Washington Territory, $122,500; transportation of the mails on Puget's Sound, 22,400; and transportation of the mails from Panama to California and Oregon, and back, $261,187 50.

† Surplus fund.

STATEMENT—Continued.

Heads of appropriations.	Balances of appropriations, July 1, 1858.	Appropriations for the fiscal year 1858–59.	Repayments from July 1, 1858, to June 30, 1859.	Amounts applicable to the service of fiscal year 1858–59.	Amounts drawn by requisitions from the treasury during the fiscal year 1858–59.	Balances, June 30, 1859.
Relief of Lucy A. Wakefield, act 3d March, 1859	.....	$646 18	.....	$646 18	$646 18	.....
Relief of Joseph Morehead, act February 16, 1853	.....	625 47	.....	625 47	625 47	.....
Total	$5,315,765 93	15,987,079 49	$2,163,218 32	23,466,063 74	17,272,336 04	$6,193,727 70

RECAPITULATION.

Amount applicable to the service of the fiscal year 1858–59, as per aggregate of fourth column		$23,466,063 74
From which deduct amount of refunding and transfer requisitions, per third column		2,163,218 32
Will show the amount applicable to the above period		21,302,845 42
From which deduct amount drawn by requisitions from the treasury, as per aggregate of fifth column	$17,272,336 04	
From which last sum deduct amount drawn by refunding and transfer requisitions, as per third column	2,163,218 32	
		15,109,117 72
Will leave the aggregate of the sixth column of balances, on June 30, 1859		6,193,727 70

TREASURY DEPARTMENT, *Second Comptroller's Office, November* 14, 1859.

No. 15.

TREASURY DEPARTMENT, FOURTH AUDITOR'S OFFICE,
December 3, 1859.

SIR: I have the honor to transmit herewith two copies of an abstract of expenditures under the head of "contingent of the navy" and "contingent of the marine corps," as settled and allowed at this office, from July 1, 1858, to June 30, 1859.

Very respectfully, your obedient servant,

A. J. O'BANNON,
Fourth Auditor.

Hon. ISAAC TOUCEY,
Secretary of the Navy.

Abstract of expenditures under the head of contingent expenses of the navy, as settled and allowed at the office of the Fourth Auditor of the Treasury, from the 1st of July, 1858, to 30th of June, 1859.

Number of account.	Date.	Name.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1858.					
1719	July 5	Wm. Badger	Navy agent	$6,545 91		For travel, fuel, stationery, advertising, &c.
1730	13	Geo. F. Cutter	Purser	567 50		Pay of laborers and mechanics.
1731		George Loyall	Navy agent	15,658 81		Freight, stationery, fuel, &c.
1732	15	L. Warrington	Purser	20,130 26		Judge advocate fees, passage of crew from the Pacific, pilotage, &c.
1733	16	J. V. B. Bleecker	do	10 64		Transportation of specie.
1735	17	Wm. Nelson	Acting purser	3,172 59		Premium on coin, custom-house charges, &c.
1738		C. C. Upham	Purser	793 66		Pilotage, postage, &c.
		do	do	256 68		Bill of exchange, &c.
1742	20	L. Warrington	do	166 00		Travel, &c.
1743	27	J. W. Newton	Chaplain	300 00		Do.
1744		Edward T. Dunn	Purser	17,941 90		Pay of mechanics, laborers, &c.
1747	30	A. E. Maxwell	Navy agent	3,991 50		Freight, stationery, fuel, &c
1749	August 3	L. D. Slamm	Purser	3,927 92		Pay of mechanics and laborers.
1750	5	B. D. Heriot	Navy agent	477 29		Travel, freight, fuel, &c.
1751	6	Henry Etting	Purser	3,786 25		Pay of laborers, &c., in navy-yard.
1752	7	John L. Broome	Acting purser	292 15		Pilotage, travel, postage, &c.
1753	9	Baring Bro's & Co	Foreign navy agents	5,441 61		Commissions, exchange, &c.
1756	11	Joseph Fry	Lieutenant	590 90		Travel, &c.
1757	12	John J. Jones	Purser	2,585 86		Boat hire, pilotage, &c.
1758	13	R. M. Harrison	Consul	132 58		Storage, advertising, &c.
1759	15	H. G. S. Key	Navy agent	4,329 56		Fuel, advertising, freight, travel, &c.
1763	23	John C. Hunter	Late purser	53 00		Travel, &c.
1764	23	John Rodgers	Acting purser	111 37		Pilotage, postage, &c.
1765	23	George N. Sanders	Navy agent	25,803 08		Travel, salary, freight, fuel, &c.
		do	do	25 28		Observatory.
1767	25	James Armstrong	Captain	3,836 83		Travel of self and other officers.
1768	26	A. S. Taylor	Captain marine corps		$330 62	Forage, water-tanks, &c.
1769	26	T. M. Taylor	Purser	9 50		Transportation of specie.
1771	September 1	Joseph Smith	Navy agent	7,436 45		Freight, travel, fuel, &c.

1772	.....	Charles Murray.....	Purser.....	8,621 97	Pay of laborers, mechanics, &c.
1774	6	Thos. H. Looker.....	.....do.....	385 50	Pilotage, transportation, postage, &c.
1775	8	Charles E. Thorburn...	Lieutenant.....	374 00	Travel, &c.
1779	15	A. J. Watson	Purser.....	7,399 67	Pay of mechanics and laborers.
1780	.....	A. J. Mitchell.....	.....do	193 07	Stationery, freight, &c.
1781	18	Henry Etting.....	.....do	204 63	.....
1793	October 1	Levi D. Slamm	.....do	7,706 91	Pay of mechanics, laborers, &c.
1795	6	McKean Buchanan.....	.....do	4,770 93	Entertaining President and suite.
1796	.....	D. G. Farragut.....	Captain.....	727 60	Travel, &c.
1797	October 7	H. G. S. Key.....	Acting purser	30 00	Do.
1800	23	H. F. Wendell.....	Navy agent.....	2,698 95	Freight, stationery, salary, &c.
1804	23	J. K. Harwood.....	Purser.....	4,218 38	Travel, stationery, pilotage, &c.
1805	23	A. Greenleaf	Navy agent.....	16,399 51	Salary, advertising, freight, &c.
1811	25	George Loyall.....	.....do	14,983 36	Do. do. do.
1815	26	John Johnson.....	Purser.....	2,884 57	Pilotage, stationery, postage, &c.
1816	27	Baring Bro's & Co.....	Ag't United States navy.	4,432 04	Commissions, postage, &c.
1818	30	H. G. S. Key.....	Navy agent.....	2,236 14	Freight, stationery, salary, &c.
1822	November 3	George F. Cutter	Purser.....	6,530 46	Pay of mechanics and laborers.
1823	4	J. B. Danfirth.....	Late purser.....	166 77	Loss on exchange.
1825	4	L. R. Green.....	Third assistant engineer.	123 50	Travel expenses.
1826	10	D. B. Macomb.....	First assistant engineer...	125 00	Do.
1829	.....	J. H. Watmough.....	Purser.....	54 97	Freight, stationery, &c.
1836	24	Wm. Flinn.....	Navy agent.....	10,971 23	Freight, travel, fuel, salary, advertising, &c.
1845	December 3	J. K. Harwood.....	Purser.....	469 24	Stationery, pilotage, &c.
1851	9	James Filor.....	Naval store-keeper.....	32 73	Expenses of depot and storage.
1852	9	J. H. Watmough.....	Purser.....	149 34	Postage, freight, &c.
1853	9	E. T. Dunn.....	.....do.....	13,358 74	Pay of mechanics and laborers.
1854	10	J. K. Harwood.....	.....do.....	221 70	Transportation, postage, &c.
1856	15	H. G. S. Key.....	Acting purser	10 00	Travel.
1860	23	G. N. Sanders.....	Navy agent.....	20,452 46	Salary, advertising, rent, freight, &c.
1862	24	B. D. Heriot.....	.....do	1,504 99	Do. do. do.
1865	28	Charles Murray.....	Purser.....	4,642 91	Pay of laborers, mechanics, &c.
	1859.				
1866	January 3	George A. Bigelow.....	Midshipman	213 00	Travel.
1892	14	George N. Sanders.....	Navy agent.....	897 15	Travel, advertising, &c.
1895	19	Wm. S. Levell.....	Lieutenant	42 88	Towage.
1897	19	R. M. McAran.....	.....do.....	350 00	Travel.
1900	22	B. D. Heriot.....	Navy agent.....	521 68	Travel, advertising, &c.
1906	25	H. F. Wendell	.....do.....	7,549 04	Freight, fuel, salary, &c.
1909	27	Richard W. Meade.....	Commander	500 00	Travel, expenses.
1910	29	James A. Semple.....	Purser.....	6,921 30	Pilotage, rent, and repairs, naval storehouse at Spezzia.

ABSTRACT—Continued.

Number of account.	Date.	Name.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1859.					
1915	February 3	H. J. Hartstein	Acting purser	$2,991 22		Expenses in England on account of the Resolute.
1916	4	Austin E. Smith	Navy agent	5,214 86		Expenses at navy-yard at San Francisco.
1811	7	George Loyall	do	11,507 98		Expenses at navy-yard at Norfolk.
1917	8	Joseph Smith	do	30,687 16		Expenses at navy-yard, salary, travel, &c.
1923	16	Thomas R. Ware	Purser	18 62		Pilotage and transportation.
1925	19	H. G. S. Key	Navy agent	5,530 83		Travel, salary, stationery, &c.
1926	22	A. E. Maxwell	do	6,481 68		Travel, salary, stationery, advertising, &c.
1927	23	George H. White	Purser	12,436 47		Pay of mechanics, laborers, &c.
1931	24	H. F. Wendell	Navy agent	3,351 26		Salary, travel, rent, advertising, &c.
1932	25	John M. Broome	Past assistant surgeon	754 75		Travel, &c.
1936	March 3	E. B. Boutwell	Commander	235 00		Do.
1937	.....	A. J. Watson	Purser	11,415 32		Pay of mechanics and laborers.
1938	21	R. F. Bradford	Midshipman	250 00		Travel.
1940	.....	Joseph W. Harris	do	224 00		Do.
1941	3	H. G. S. Key	Acting purser	56 00		Apprehension fees.
1944	11	Van R. Morgan	Lieutenant	254 35		Travel, &c.
1919	.....	John O. Bradford	Purser	21,848 18		Towage, pilotage, transportation, travel, &c.
1955	16	Wm. S. Lovell	Lieutenant	100 00		Travel.
1959	17	E. W. Cullen	Late purser	190 00		Pilotage.
1962	18	J. N. Maffitt	Acting Purser	1,340 24		Transporting prize crew, witnesses, &c.
1967	23	C. C. Upham	Purser	323 94		Pilotage, postage, &c.
1970	23	E. G. Parrott	Acting Purser	1,301 35		Travel, &c.
1976	26	J. C. Eldredge	Purser	300 33		Entertaining foreign officers, &c., on board ship.
1978	28	S. L. Phelps	Lieutenant	196 35		Expenses, travel.
1984	29	C. F. Thomas	do	211 75		Do. do.
1985	31	Wm. Badger	Navy agent	2,439 68		Travel, fuel, salary, stationery, &c.
1987	31	John F. Steele	Purser	146 72		Freight, postage, &c.
1996	April 2	George Sewell	Chief engineer	371 09		Travel, expenses.
1998	5	George Loyall	Navy agent	18,512 46		Travel, salary, stationery, advertising, &c.
2003	5	Wm. W. J. Kelly	Purser	17,098 28		Pay of mechanics and laborers.
2004	9	E. T. Dunn	do	19,187 60		Do. do.
2007	9	James A. Semple	do	28 36		Postage, transportation, &c

2010		11	James H. Watmough	....do	83 60		Do. do.
2020		12	T. M. Taylor	....do	8 35		Postage and transportation of specie.
2025		12	George N. Sanders	Navy agent	27,938 44		Travel, salary, rent, advertising, &c.
2039		20	Austin E. Smith	Acting purser	32,497 39		Mechanics and laborers of navy-yard.
2040		21	H. G. S. Key	Navy agent	7,305 77		Expenses navy-yard, travel, salary, &c.
2042		23	John M. Broome	Past assistant surgeon	21 00		Expenses for travel.
2043			Levi D. Slamm	Purser	11,306 73		Laborers, mechanics, &c.
2048		23	D. J. Sutherland	Quartermaster		9,590 78	Quarters, per diem, &c.
2052		30	J. H. Strong	Acting purser	1,204 48		Postage, pilotage, duties, &c.
2054	May	2	John N. Hambleton	Purser	3,083 51		Freight, postage, travel, &c.
2057		4	George F. Cutter	....do	16,548 57		Pay of mechanics and laborers.
2059		5	George H. White	....do	6,848 62		Do. do. do.
2061		6	John B. Rittenhouse	....do	3,784 37		Travel, pilotage, &c.
2062			A. J. Watson	....do	12,430 44		Pay of mechanics and laborers.
2056			Wm. Flinn	Navy agent	40,758 78		Salary, fuel, advertising contracts, &c.
2067	May	12	J. H. Watmough	Purser	33 93		Freights, stationery, &c.
2070			Thomas R. Ware	....do	74 96		Do. do. do.
2071			John N. Hambleton	....do	85 33		Travel, freight, &c.
2075		14	Wm. Badger	Navy agent	33,508 54		Expenses at navy-yard, travel, salary, &c.
2079		17	Charles Murray	Purser	30,409 37		Expenses of mechanics and laborers.
2080		19	F. B. Renshaw	Acting purser	186 23		Expenses, towage, pilotage, &c.
2083		19	A. E. Maxwell	Navy agent	4,430 59		Expenses advertising, salary, fuel, &c.
2085			John P. Ferguson	Acting purser	483 25		Expenses travel.
2087		24	A. J. Watson	Purser	5,599 69		Mechanics and laborers.
2086			A. B. Fairfax	Commander	420 10		Travel, &c.
2088			Jas. A. Semple	Purser	28 71		Postage, transportation of specie, &c.
2095		28	T. M. Taylor	....do	5 25		Do. do. do.
2098	June	1	John N. Hambleton	....do	654 44		Freight, transportation, travel, &c.
2101		2	Wm. Jammison	Captain	200 00		Travel, &c.
2102		3	Joseph Smith	Navy agent	32,475 93		Expenses office, travel, fuel, &c.
2104			George F. Cutter	Purser	3,468 93		Expenses mechanics and laborers.
			Joseph Smith	Navy agent	293 49		Expenses travel, &c.
2107		4	J. McClung	Chaplain	80 00		Expenses travel.
2108			A. Green	Auctioneer	142 24		For commissions.
2111		7	G. F. Lindsay	Late quartermaster		4,554 04	For quarters, forage, stationery, &c.
2113		9	James Cornick	Surgeon	179 50		For travel.
2115		10	D. J. Sutherland	Quartermaster		7,490 25	Freight, cooperage, cartage, &c.
2116		9	B. D. Heriot	Navy agent	560 72		Travel, advertising, &c.
2117		11	H. F. Wendell	....do	2,821 71		Do. do.
2118		11	A. J. Watson	Purser	1,759 76		Mechanics and laborers.
2120		13	J. B. Rittenhouse	....do	11,263 22		Do. do.
2127		14	H. H. Bell	Commander	305 75		Travel, &c.

ABSTRACT—Continued.

Number of account.	Date.	Names.	Rank.	Contingent of the navy.	Contingent of the marine corps.	Purposes.
	1859.					
2133	June 17	H. G. S. Key	Acting purser	$30 50		Apprehension fees, &c.
2141	24	Wm. Badger	Navy agent	14,540 98		Salary, rent, stationery, fuel, &c.
2143	27	A. E. Smith	do	24,015 07	$15 00	Amount of rolls, mechanics, laborers, &c.
			Total	789,265 47	21,980 69	

TREASURY DEPARTMENT, *Fourth Auditor's Office, December* 3, 1859.

A. J. O'BANNON, *Fourth Auditor.*

REPORT

OF THE

POSTMASTER GENERAL,

DECEMBER, 1859.

REPORT.

POST OFFICE DEPARTMENT, *December* 3, 1859.

SIR: In the month of March last, the sudden decease of my enlightened and deeply-lamented predecessor, immediately preceded, as it was, by the death of the Third Assistant Postmaster General—so long and so honorably connected with the administration of the postal revenues—filled this department with discouragement and gloom. Associated with this double calamity came another, which awakened painful anxieties, not only from its intrinsic magnitude, but from the fact that the history of the government from its foundation furnished no parallel for such a disaster. My allusion is, of course, to the failure of Congress to pass the customary appropriation bill for the support of the Post Office Department, whereby, with all its responsibilities resting upon it, and the fulfillment of all its duties demanded by the country, it was still deprived of the use of its own revenues, and thus, necessarily, of all means of complying with its engagements to the faithful officers toiling in its service. The ordeal so unexpectedly prepared for it was in all its aspects as novel as it was perplexing, and disquieting apprehensions were naturally felt for the result. When, however, from high political considerations, the President announced his purpose not to convene Congress in special session, and the full measure of the crisis was thus revealed, the contractors and others charged with the maintenance of the postal administration manifested everywhere a determination to meet the emergency with courage and with a lofty public spirit. With very rare exceptions, every duty pertaining to the transmission and delivery of the mails has been performed as cordially and as faithfully, during the last nine months, as at any former period. While, however, this is referred to with gratification, and cannot be too warmly commended, it must not be forgotten that this fidelity in the midst of abandonment and privation has cost a numerous and deserving class of public servants severe pecuniary sacrifices. Feeling anxious that they should be relieved, as far as possible, from the embarrassments in which they were so suddenly involved, statements evidencing the indebtedness of the department to its contractors and agents have been issued to each, in the hope that, in the easy condition of the money market, their holders might obtain advances upon them without serious loss. It is to be feared, however, that those whose circumstances obliged them to dispose of these securities have in many cases been compelled to submit to a heavy discount.

I would most earnestly urge upon Congress the necessity of making an early appropriation to meet all the existing liabilities of the depart-

ment. As the faith of the government has been broken, not only should the principal of these debts be promptly paid, but interest on them should also be allowed. In many instances this may prove but an imperfect indemnity for the damage which the creditors of the department have actually sustained; but this much, at least, is due from the gravest considerations of public justice and policy, and cannot, in my judgment, be withheld without national dishonor.

REVENUE AND EXPENDITURES.

The actual (paid) expenditures of the department in the fiscal year ending 30th June, 1859, amounted to $11,458,083 63.

For transportation of inland mails, including payments to route agents, local agents and mail messengers		$6,112,996 68
For transportation of foreign mails, to wit:		
New York to Liverpool	$83,177 30	
New York to Havre	136,122 11	
New York to Bremen	84,151 38	
New York by Havana to New Orleans	17,213 48	
New York to Havana	3,089 34	
Charleston to Havana	60,000 00	
New Orleans to Vera Cruz	2,810 73	
Aspinwall to Panama	100,000 00	
Agencies at Panama and Aspinwall	2,936 77	
Transportation agents	4,927 84	
		494,428 95
For California mails under *special* appropriations, to wit:		
Panama to Astoria from October 1, 1858, to June 30, 1859	$261,037 50	
San Francisco to Olympia	122,500 00	
New Orleans to Ventoza, from November 1, 1858, to June 30, 1859	166,666 67	
		550,204 17
For compensation to postmasters		2,453,900 97
For clerks in post offices		929,900 23
For ship, steamboat, and way letters		14,496 86
For office furniture for post offices		2,187 35
For advertising		46,268 26
For mail bags		57,352 92
For blanks		44,917 59
For mail locks, keys, and office stamps		6,709 65
For mail depredations and special agents		52,081 55
For postage stamps		40,655 61
For stamped envelopes		49,138 43
Carried forward		10,855,239 22

Brought forward	$10,855,239	22
For wrapping paper	31,338	35
For payments to letter carriers	187,037	83
For miscellaneous payments	181,618	21
For payments for balances due on British mails	146,966	81
For payments for balances due on Bremen mails	5,734	21
For payments for balances due on Hamburg mails	9,237	15
For payments for balances due on French mails	40,911	85
Total of actual (paid) expenses	11,458,083	63
But to this must be added the ascertained liabilities of the department, which could not be paid owing to the failure of Congress to make the usual appropriations, and which now constitute a deficiency to be provided for to 30th June, 1859	4,296,009	26
Total of actual (paid) expenditures and liabilities	15,754,092	89

This sum includes $789,599 56 appropriated by special acts of Congress out of the general treasury, which, being deducted, leaves the actual (paid) expenditures $10,668,484 07 instead of $11,458,083 63, and the total of expenditures and liabilities $14,964,493 33 instead of $15,754,092 89. If there be added to $11,458,083 63 the sum of $55 96 closed by suspense, and the sum of $627 26 gained on the bad debt account be substracted, then the actual expenditures, as adjusted in the Auditor's Office, will be $11,457,512 33.

The gross revenue for the year 1859, including receipts from letter carriers and from foreign postages, amounted to $7,968,484 07, as stated below:

Letter postage	$906,531	78
Registered letters	25,052	95
Stamps sold	6,158,145	90
Newspapers and pamphlets	589,352	39
Fines	50	00
Receipts on account of emoluments	79,010	07
Receipts on account of letter carriers	187,037	83
Receipts on account of dead letters	3,134	79
Extra compensation overcharged	1,103	84
Miscellaneous receipts	19,064	52
Total revenue	7,968,484	07

Being an increase of six per centum over the revenue of the year ending June 30, 1858, but still $2,700,000 short of the actual (paid) expenditures ($10,668,484 07) as adjusted on the Auditor's books, exclusive of the permanent annual appropriations amounting to $700,000 granted to the department by the acts of March 3, 1847 and March 3, 1851, for the transportation and delivery of free mail matter for Congress and the executive departments, and of the special appropriations for mail transportation.

To this amount, ($2,700,000) must be added the unpaid liabilities or deficiency as estimated on the 30th June, 1859, $4,296,009 26, making the total excess of the expenditures for the year, $6,996,009 26.

I respectfully invite attention to the highly satisfactory report of the Auditor, hereto appended. From this interesting document, I derive the following synopsis of the financial operations of the department in the past fiscal year:

The balance standing to the credit of the department on the books of the Auditor, on 30th June, 1858, was	$608,313 06
The receipts of the department from all sources during the year 1859	7,968,484 07
Amount of bad debts collected	627 26
The amount of various appropriations drawn from the treasury during the year, was $3,915,946 49, from which should be deducted $325,000, being a part of the appropriation of $700,000 (under acts 3d March, 1847, and 3d March, 1851) for the year 1860, applied to the service of 1859	3,590,946 49
Total receipts	12,168,370 88
The whole amount of actual (paid) expenses in the year, including $55 96 for accounts closed by suspense	11,458,139 59
Leaving to the credit of the department, 1st July, 1859	710,231 29

This amount of $710,231 29 to the credit of the revenue of the department 1st July, 1859, is made up of balances due from postmasters and late postmasters which have been accumulating from 1st July, 1845, and can only be made available as they are collected.

For the year ending 30th June, 1858, the expenditures were	$12,722,470 01
And the revenue	7,486,792 86
Excess of expenditure for 1858	5,235,677 15
For the year ending 30th June, 1859, the expenditures and liabilities were	$14,964,493 33
And the revenue	7,968,484 07
Excess of expenditure for 1859	6,996,009 26

ESTIMATE OF RECEIPTS AND EXPENDITURES FOR 1860.

Expenditures.

The estimated cost of mail service for the year ending 30th June, 1860, to be appropriated out of the revenues of the department, exclusive of the transportation of the mail from New York and New Orleans by the Isthmus to San Francisco, 9 months, to 30th June,

1860, and of foreign mails, of payments for foreign postages and to letter carriers, is		$13,641,510 00
For the transportation of the mail between New York and New Orleans, by the Isthmus to San Francisco, nine months, to 30th June, 1860		187,500 00
For the transportation of the mail over the Isthmus of Panama, nine months		75,000 00
For the transportation of the mail between San Francisco and Olympia		122,500 00
For the transportation of the mail between New York and Havana, and New Orleans and Havana		30,000 00
For the transportation of the mail between New Orleans and Vera Cruz		3,000 00
For transatlantic mail steamship service		325,000 00
For payments of balances due to foreign countries		300,000 00
For payments of letter carriers		187,037 00
Estimated expenditures for 1860		14,871,547 00
The following payments have been made under special act of Congress, approved March 3, 1859, (Stat. at Large, vol. ix., page 409:)		
For transportation of the mails from Panama to California and Oregon, and back, from 1st July to 30th September, 1859		87,062 50
For transportation of the mails across the Isthmus of Panama, from 1st July to 30th September, 1859		25,000 00
For transportation of the mails from New Orleans, via Tehuantepec, to Ventoza and back, from 1st July to 30th September, 1859		55,018 12
Total		15,038,627 62

Means for 1860.

The balance standing to the credit of the department on the books of the Auditor, on 1st July, 1859, was	$710,231 29	
The gross revenue for the year 1860, including foreign postages, fees paid in by letter-carriers, and miscellaneous receipts estimated at an increase of four per cent. on the revenues of 1859, making	8,287,223 00	
Of the appropriations made by the acts of March 3, 1847, and March 3, 1851.	700,000 00	
Of the appropriations under the fifth section of the act 14th June, 1858, deemed perpetual by the Attorney General	358,000 00	
Of appropriations 3d March, 1859	167,080 62	
		10,222,534 91
Deficiency of means for the service of 1860		4,816,092 71

Brought forward	$4,816,092 71
To this deficiency should be added the amount reported by the Auditor as standing to the credit of the department on 30th June, 1859, the entire sum being an accumulation since 1845, in the hands of postmasters and late postmasters, and can only be made available as collected	710,231 29
Estimated deficiency for the year ending 30th June, 1860	5,526,324 00

The above estimates are increased by the cost of mail routes between New York and San Francisco, and San Francisco and Olympia, $310,000, which have heretofore been provided for by special appropriations and paid by the Navy Department, and have never appeared in the ordinary estimates of expenditures prepared by this department.

ESTIMATE OF RECEIPTS AND EXPENDITURES FOR 1861.

Expenditures.

The estimated cost of mail service for the year ending 30th June, 1861, to be appropriated out of the revenues of the department, exclusive of the transportation of the mails from New York and New Orleans by the Isthmus to San Francisco, and of foreign mails, of payments for foreign postages, and letter-carriers, is

	$14,347,598 04
For the transportation of the mail between New York and New Orleans by the Isthmus to San Francisco	350,000 00
For the transportation of the mail between San Francisco and Olympia	122,500 00
For the transportation of the mail between New York and Havana, and New Orleans and Havana	30,000 00
For the transportation of the mail between New Orleans and Vera Cruz	3,000 00
For transatlantic mail steamship service	325,000 00
For payments of balances due to foreign countries, estimated	300,000 00
For payments of letter-carriers	187,037 00
Estimated expenditures for 1861	15,665,135 04

Brought forward		$15,665,135 04

Means for 1861.

The gross revenue for the year 1861, including foreign postages, fees paid in by letter-carriers, and miscellaneous receipts, estimated at an increase of 4 per cent. on the estimated revenue for 1860, making	$8,618,711 00	
Of the appropriations made by the acts of March 3, 1847, and March 3, 1851	700,000 00	
Of the appropriations under the 5th section of the act of 14th June, 1858, deemed perpetual by the Attorney General	358,000 00	
		$9,676,711 00
Estimated deficiency, for the year ending June 30, 1860.		5,988,424 04

The above estimates are increased by the cost of mail routes between New York and San Francisco, and Olympia, $372,500, which have heretofore been provided for by special appropriations, and paid by the Navy Department.

The deficiency for 1861 is estimated at $5,988,424 04, upon the assumption that the measures of reform recommended in this report will not be adopted by Congress. Should they, however, all receive the sanction of that body during its approaching session, it is believed, as hereafter shown, that the deficiency for that year would not exceed $1,342,473 90.

POSTAGE STAMPS AND STAMPED ENVELOPES.

The number of postage-stamps supplied to postmasters during the year ending June 30, 1859, was as follows, namely:

1 cent.	3 cent.	5 cent.	10 cent.	12 cent.
44,432,300	142,087,800	486,560	3,765,560	1,429,700

Whole number 192,201,920; value	$5,279,405 00
Stamped envelopes, 30,280,300; value	982,128 34
Total	6,261,533 34
Total value of postage stamps and stamped envelopes issued during the year ending June 30, 1858	5,962,787 28
Increase during 1859	298,746 06

TRANSPORTATION STATISTICS.

On the 30th June last there were in operation 8,723 mail routes. The number of contractors was 7,353.

The length of these routes is estimated at 260,052 miles, divided as follows, viz:

Railroad	26,010 miles.
Steamboat	19,209 "
Coach	63,041 "
Inferior modes	151,792 "

The total annual transportation of mails was 82,308,402 miles, costing $9,468,757, and divided as follows:

Railroad	27,268,384 miles	at $3,243,974,	about $11\frac{9}{10}$	cts. per mile.
Steamboat	4,569,962 "	" 1,157,843,	" $25\frac{1}{3}$	"
Coach	23,448,398 "	" 3,134,094,	" $13\frac{36}{100}$	"
Inferior modes	27,021,658 "	" 1,932,846,	" $7\frac{15}{100}$	"

Compared with the service reported on 30th June, 1858, there is a decrease of 551 miles in the length of the mail routes; an addition of 3,542,911 miles to the annual transportation, being about $4\frac{4}{10}$ per cent., and of $1,673,339, to the cost, or about $21\frac{46}{100}$ per cent. The aggregate length of railroad routes has been increased 1,579 miles, and the annual transportation thereon 1,504,932 miles, $5\frac{84}{100}$ per cent., at a cost of $415,673, or $14\frac{69}{100}$ per cent.

The length of steamboat routes is greater by 2,166 miles, and the annual transportation by 352 miles; the cost is $76,073 less, being a reduction of $6\frac{16}{100}$ per cent.

The addition to coach routes is 9,341 miles in length, 3,892,664 miles in annual transportation, or $19\frac{9}{10}$ per cent., and $1,224,250 in cost, or $64\frac{1}{10}$ per cent.

The length of inferior routes is diminished 13,637 miles, and the annual transportation 1,855,037 miles; the additional cost is $109,849, being $6\frac{43}{100}$ per cent. less in transportation, and 6 per cent. additional in cost.

Appended to this report is a table, (marked A,) showing in detail the mail service of every grade, as existing in each separate State and Territory, on the 30th June last.

The lettings of new contracts for the term commencing 1st July last embraced five States: Virginia, North Carolina, South Carolina, Georgia, and Florida.

The following table shows the new service as in operation on the 30th September:

Conveyance.	Miles in length.	Miles of annual transportation.	Cost.
Railroad	4,230	3,830,607	$615,964 00
Steamboat	3,257	705,918	156,558 00
Coach	3,010	1,224,536	97,155 00
Inferior modes	29,120	5,232,934	331,824 00
Total	39,617	10,993,995	1,201,501 00

Compared with the service on the 30th June last in the same States, the length of the routes by railroad and inferior modes is increased 974 miles, and by steamboat and coach is diminished 6,242 miles; the annual transportation is diminished 943,574 miles, and the cost $2,942, divided as follows, to wit:

Conveyance.	Miles in length.	Annual transportation.	Cost.
Railroad	191 increase ..	238,796 decrease ..	$19,206 increase.
Steamboat	2,906 decrease ..	388,642 decrease ..	17,348 decrease.
Coach	3,336 decrease ..	1,104,373 decrease ..	88,516 decrease.
Inferior modes	783 increase ..	788,237 increase ..	83,716 increase.

On the 30th June last, there were in the service—

475	route agents, at a compensation of		$368,657
31	express agents, " "		30,700
42	local agents, " "		29,818
1,549	mail messengers " "		196,999
			626,174
	This amount added to the cost of service as in operation on 30th June		9,468,757
	Makes the total on the 30th June last		10,094,931
	The reductions in the cost of the service from the 30th of June to the 30th September, were		675,521
	Making the total amount on 30th September		9,437,410

NUMBER OF POST OFFICES.

Whole number of post offices in the United States on the 30th of June, 1858		27,977
Number that were established during the year ending June 30, 1859	1,455	
Number that were discontinued	893	
Net increase of offices during the year		562
Whole number of post offices on the 30th June, 1859		28,539
Number of offices of which the names and sites were changed		432
Number of which the appointments were made by the President		417
Number of postmasters appointed during the year ending June 30, 1859		7,548

Of these 4,639 were to fill vacancies occasioned by resignation.
867 were to fill vacancies occasioned by removals.
295 were to fill vacancies occasioned by deaths.
292 were to fill vacancies occasioned by change of names and sites.
1,455 were to fill vacancies occasioned by establishment of new offices.

DISTRIBUTION OFFICES.

The subject of the "distribution" of letters having engaged the attention of the department, an order was made on the 30th April last discontinuing thirteen of the fifty distributing offices then existing, and substituting therefor the practice of direct mailing. The high commissions allowed for the process of distribution have proved not only a heavy burden upon the revenues of the department, but also a strong incentive to abuse. But, while the order mentioned was important as a measure of economy, and as a means of preventing frauds, it was yet more desirable for the acceleration of the mails. Offices of this description were formerly a very valuable and, in fact, indispensable element in the postal system of the country, owing to its vast extent and the rapidity with which population spread into new districts, causing cities, towns, and villages to struggle for existence with the forest and prairie, and rendering it impossible to keep pace with the names and locations of the numberless new offices demanded by the habits of a people accustomed to the constant interchange of thought and intelligence. Some offices, therefore, had to be designated as the receptacles of correspondence from a section of contiguous country, and for remailing and sending it in packages to others of similar functions, more or less distant, thence to be distributed to its destination. In this manner these offices, situated in the east and west, the north and south, mutually acted upon each other, and performed useful service. This was when the mails were carried in stages and other vehicles, and when pauses were necessarily made for the refreshment of passengers and the change of animals, allowing at the same time of "distribution" at the post office. But as the country has become populated, the necessity for these guides to distant points has measurably ceased, and in proportion as railways have become carriers of mails, and have yielded to the public demand for ceaseless motion, has it become impossible for the process of distribution to be maintained without subjecting the correspondence of the country, charged with its commercial and political intelligence and its social sympathies, to frequent and unwarrantable delays.

The expense attending the distribution of letters, even when honestly performed, and the legitimate and proper commission only charged, abstracts no inconsiderable sum from the postal revenues, and this is much swollen by the second and third process of the kind to which they are exposed, often by necessity, sometimes by accident and ignorance, and more frequently, it is feared, by design. But, as already intimated, this is not the only nor by any means, the most serious evil which is sought to be remedied. The primary object of the whole mail system is to insure *speed* (with certainty and safety) in the transit of correspondence; and to effect this great end, no unnecessary obstacle should be permitted to exist. Whether it is possible to dispense with the distributing system altogether, is a problem yet to be solved; it exists in no other country, and would be unnecessary in this but for our great extent of territory and immense number of offices. It is evident that the list of offices of distribution

should be reduced as much as possible from year to year, and that they should be established or continued only in populous cities and towns, where travel concentrates, and where mails and passengers have a temporary rest.

DEAD LETTERS.

The following resolution was adopted by the United States Senate, March 9, 1859:

"*Resolved*, That the Postmaster General is hereby requested to state, as near as possible, in the next annual report of the service of the Post Office Department, the number of letters consigned to the dead letter office during the fiscal year, and what further legislation is necessary to diminish the number of such letters, or to provide for their return to the writers thereof."

Accordingly, I have to report, that the whole number of dead letters during the last fiscal year is estimated at 2,500,000, including about 500,000 "drop letters," and 50,000 "held for postage." Deducting these two classes, the number of letters actually conveyed in the mails, and failing to reach the persons addressed, may be estimated at less than two millions (2,000,000) a year.

More than fifty per cent. of the entire accumulation of dead letters occurs at about forty out of the 28,539 post offices, including, of course, the large cities and towns.

As to "what further legislation is necessary to diminish the number of such letters, or to provide for their return to the writers thereof," I am not, as yet, fully prepared to report, but investigations have been set on foot and diligently prosecuted, during the past several months, which, it is hoped, may enable me hereafter to offer some practical suggestions.

Particular efforts have been made, to ascertain the true reasons why letters—especially those with valuable inclosures—failed to reach their destination, and it is satisfactorily established, in the large majority of cases, that the fault is with the writers themselves, either in misdirecting or illegibly directing their communications. The migratory habits of the people must also be considered among the prominent causes of the accumulation of dead letters, more particularly in the western or newer portions of the country.

By way of illustration, it is stated, as the result of inquiries which have been made to a limited extent, that more than sixty (60) per cent. of the letters containing money, recently restored to the owners, failed to reach their destination entirely from being either misdirected, held for postage, or addressed to transient persons.

And, in reference to dead letters with valuable inclosures other than money, the results have been found still more glaring; over eighty (80) per cent. having been either misdirected, held for postage, or addressed to transient persons. These are the proportions of cases explained. Further investigations on this point are in progress, the result of which will hereafter be fully shown.

The attempt has also been made to sound public sentiment, on the

subject of restoring to the writers dead letters which do *not* co inclosures of value, and from information thus far received, it v seem that, in about one third of the cases, the writers are wi to pay for recovering their letters. At the same time, the fa shown that, of this class of letters, forty (40) per cent. mis through fault of the writers.

The foregoing estimate of the whole number of letters consign the dead letter office, is based upon an actual enumeration fo quarter, ended 30th June last. A further enumeration is now in gress, and additional information is accumulating in answer to inqu connected with the resolution of the Senate, so that I may prom more detailed report, after the expiration of the current quarter.

From what is already known, it is assumed that one million of le become "dead" from causes entirely beyond the control of this de ment, or of any legislation. As to the remainder, something probably be done, both by new laws and regulations, to diminish number, and certainly something to provide for returning them s and in larger numbers than at present, to the writers.

So far as legislation is concerned, I beg leave to withhold my gestions for the present.

New instructions, to some extent, have already been issued to masters, which are believed to have a good effect.

Under former regulations, many letters, especially in cities, bec "dead," in consequence of being too soon withdrawn from the ge delivery, and so disposed of as not to be obtainable, except when cially called for as "advertised letters," and all unclaimed letters retained in the post offices until the expiration of the quarter succee that in which they were advertised. According to recent instructi (limited, as yet, to the larger offices,) letters are to remain on h one week before being advertised, and those unclaimed at the en three months after advertising, to be returned to the dead letter o Thus, offices advertising *weekly*, can never retain letters more three months and one week, at the farthest; and those adverti twice a month, three and a half months; while under the fo rule, many letters became five and six months old before being retur and then it might possibly sometimes be nearly nine months befo valuable letter, in the usual course of business, would be restore the owner, through the dead letter office. The retention of lette post offices, even for a period of three months, is unnecessary objectionable, in view of the importance of a speedy return of suc are valuable, and of the danger, greater or less, to which they ma exposed; and I shall therefore propose to Congress a modificatio the law in this respect, so as to authorize the return of letters, u certain conditions, at still shorter periods.

Suggestions will also be offered to provide for returning to the wri letters not containing valuable inclosures.

Among other things which will require amendment by "regulatio is the nomenclature of post offices. The existence of large numbe offices of the same name, and the close similarity of names, even in same State, lead to many mistakes. Efforts will be made to g against such difficulties, and also against appropriating to new offices compound, or long and difficult names.

The whole number of dead letters containing money, registered and sent out during the year ending June 30, 1859, was 9,726; of which 8,574 were delivered, leaving 1,152 unclaimed. The whole amount of money received was $45,718 14; amount restored to owners, $41,143 74.

The number of letters registered and sent out containing valuable inclosures, other than money, such as bills of exchange, drafts, bonds, treasury warrants, &c., was 8,647; of which 7,738 have been restored to the owners, leaving unclaimed 909.

The amount of the inclosures was $2,502,298 11.

Do do in sterling was £6,983 15*s.* 5*d.*

Do do in francs was 104,421f.

The number of dead letters returned (unopened) to foreign countries during the last fiscal year, was 133,981, divided as follows, viz:

England, 60,310; France, 15,757; Prussia, 18,409; Bremen, 6,919; Hamburg, 1,401; Canada, 27,537; New Brunswick, 1,780; Nova Scotia, 1,868.

The course of business in the dead letter office seems to have remained, without material, if any change, since the organization of the department in 1836—being limited to the examination of letters only so far as necessary, in order to restore to the owners those containing money or other valuable inclosures, and from the amount of labor and the small number of clerks, it has been impossible to make needed improvements. Indeed it has been found, of late years, that even the ordinary duties could not be duly performed; and it is, therefore, now a matter of urgent importance, to provide the means of bettering this interesting branch of the public service.

PENNY POST.

The system of delivering letters by carriers at the domicil of the citizen, was first recognized by the act of 3d March, 1825, and has within a few years, been successfully introduced into several of our principal cities. Though constant endeavors have been made to improve it, it is still imperfect in its details, and unsatisfactory, alike to the public and to the department, in its operations. The system cannot be regarded as having accomplished the object of its establishment, so long as it does not commend and deliver the local correspondence of the different cities in which it exists, which thus far, it has wholly failed to do. This correspondence is now almost entirely in the hands of private expresses, whose rates are so low as to make a successful competition with them, on the part of the government, impossible. Their charge for the delivery of a letter is generally but one cent, while this amount is necessarily exacted by the department for the carriers, and one cent in addition is collected on the local correspondence, as the postage fixed by the act of 1825, on "drop-letters." Hence the aggregate postage on the city correspondence, under existing laws, which require that the system shall be self-sustaining, is at least two cents, which precludes the possibility of any successful competition with the private expresses. I therefore recommend the repeal of this provision of the act of 1825, so far as it can be construed as applying to "drop-letters," delivered by carriers. This would not result in any

perceptible diminution of the postal revenues, inasmuch as the correspondence which would be thus secured by the department, does not now pass through its offices. It is true that the Postmaster General might, in his discretion, arrest the operation of these private expresses, by declaring the streets and avenues of the cities to which they belong to be post roads; but until the department is prepared to deliver city letters as cheaply and promptly as such companies can possibly do, I should regard the exercise of this power as unwise, if not harsh and oppressive.

Another motive for persistent effort on the part of this department, to render the delivery by carriers as perfect as possible, is found in the fact that the box system is being rapidly outgrown by the population of our principal cities, and must finally be abandoned, as it has been in European capitals. There are at present but about four thousand boxes in the post office of New York, and yet even this number leads to much confusion and inaccuracy in the distribution and delivery of mail matter; were the number augmented to ten thousand—which would not more than meet the present ever increasing demand—it is manifest that no memory would be equal to the task of associating the names with the appropriate boxes, and that the practical working of the system would become impossible. A frequent, rapid, and punctual delivery, on reasonable terms, of all correspondence received at the post offices of our great cities, is what the public have a right to claim of the department, and what it will be its unceasing endeavor to secure to them.

NEWSPAPER EXCHANGES.

The act of 1825, authorized "every printer of newspapers to send one paper to each and every other printer of newspapers within the United States free of postage," and such is the existing law. However slight the support which this statute may seem to give to publishers, it imposes in the aggregate, a heavy and unjust burden on the department. The advantage thus conferred inures to the benefit alike of the publisher who sends, and of him who receives the paper in exchange. I have in vain sought for any satisfactory explanation of the policy indicated by this provision. It seems far more exceptionable than the franking privilege, since the latter professes to be exercised on behalf of the public, whereas the exemption secured by the former is enjoyed wholly in advancement of a private and personal interest. The newspapers received in exchange by the journalist, are, in the parlance of commerce, his stock in trade. From their columns he gathers materials for his own, and thus makes the same business use of them that the merchant does of his goods, or the mechanic of the raw material, which he proposes to manufacture into fabrics. But as the government transports nothing free of charge to the farmer, the merchant, or the mechanic, to enable them to prosecute successfully and economically their respective pursuits, why shall it do so for the journalist? If the latter can rightfully claim that his newspapers shall be thus delivered to him at the public expense, why may he not also claim that his stationery and his type, and, indeed, everything which enters

into the preparation of the sheets he issues, as his means of living, be delivered to him on the same terms? It has been urged, I am aware, that postage on newspaper exchanges would be a tax on the dissemination of knowledge, but so is the postage which the farmer, merchant, and mechanic pay on the newspapers for which they subscribe, a tax on the dissemination of knowledge; and yet it is paid by them uncomplainingly. If it be insisted that the publishers of newspapers as a class are in such a condition as to entitle them to demand the aid of the public funds, it may be safely answered that such an assumption is wholly unwarranted. Journalism in the United States rests upon the broadest and deepest foundations, and is running a career far more brilliant and prosperous than in any other nation of the world. The exceedingly reduced rates at which its issues pass through the mails, secure it advantages enjoyed under no other government. Under the fostering care of the free spirit of the age, it has now become an institution in itself in this country, and controls the tides of the restless ocean of public opinion, with almost resistless sway. It is the *avant-courier* of the genius of our institutions, and is everywhere the advocate of progress, and of the highest and noblest forms of human freedom. Is it not, therefore, to the last degree unseemly, if not worse, than in its own enterprises, and in furtherance of its own pecuniary interests, it should claim permission to violate habitually a great principle of which it is the constant advocate, and which underlies our whole political system—the principle of equal rights to all, and special privileges to none? If, however, from the grandeur and beneficence of its mission, the press is to be excepted from the operation of this wholesome democratic doctrine, and is to be subsidized to the extent of its postages by the government, then undeniably, such subsidy should be contributed from the common treasury, instead of being imposed, as at present, on the oppressed revenues of the Post Office Department, which under all circumstances should be maintained inviolate.

Into the same category, but for more cogent reasons, must fall that class of weekly newspapers which the statute of 1852 requires shall be delivered free of postage to all subscribers residing within the limits of the county in which they are published. This requisition is less sound on the score of principle than even the discrimination in favor of the press. There may be something in the characteristics of the latter, ennobled as it is as the organ of the intellect and heart of millions of freemen, which might induce many to grant to it special and distinguishing immunities; but why a citizen who chances to reside on one side of a county line shall be exempted from a postage on his newspaper, which his neighbor on the other side of that line is obliged to pay on the same paper, surpasses my comprehension. There would be more reason for exempting letters from charge while circulating through the mails within the county in which they are written, because being much lighter than newspapers, their transportation, of course, burdens the department less.

Could contractors be found sufficiently public spirited to transport this class of newspapers without compensation, then their gratuitous delivery might be claimed of the department as a reasonable duty. But

precisely the same rate of compensation is demanded and paid for this as for every other postal service, and hence this privilege is in effect a donation of so much of the postal revenues as the service cost. This violates a fundamental law of the system, by perverting a fund confided to the government, not to be given away, but to be carefully administered, so as to afford the largest possible mail facilities to the social and commercial intercourse of the country.

STAR BIDS.

The act of March 3, 1845, declares "that it shall be the duty of the Postmaster General, in all future lettings of contracts for the transportation of the mail, to let the same in every case to the lowest bidder tendering sufficient guarantees for faithful performance, *without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation.*"

This law is still in force, and believing that it announces the only principle on which this department can be successfully administered, an effort has been made to conform to the policy which it indicates. Accordingly, in advertising for the new lettings, "star bids," as they are termed in the parlance of the service, will alone be invited, that is, proposals for conveying the mails with "due celerity, certainty, and security," without any designation of the mode of conveyance. The transportation and delivery of the mails with the utmost dispatch and security are the true and only mission of this department; in accomplishing this, it discharges its whole duty to the country. The prevalence of an opinion which enlarges its obligations and the sphere of its action beyond this limit, has tended much to involve it in the embarrassments with which it is now struggling. There are those who maintain that the adjustment of the mail service should be made subservient, if not subordinate, to the interests of commerce and travel, and that the rapid and cheap conveyance of passengers, and the support of railroad, steamboat, and stage companies, should be as carefully looked to and as anxiously provided for by the department as the transportation of the mails. This is a fatal fallacy, whose bitter fruits may now be seen in the enormous sums paid to these companies for mails, some of which are so light as scarcely to yield a revenue sufficient to defray the expense of carrying them on horseback. Four-horse coaches are thus run upon border and unfrequented routes, and steamboat lines are subsidized at an outlay which would afford postal accommodations to entire States, merely that the owners of these lines may be enriched and that the public may have easy, certain, and economical modes of conveyance for themselves, their baggage, and their goods. Every dollar appropriated for such purposes is a perversion and abuse of the postal fund, and every one of these extravagant and semi-commercial contracts deprives whole communities in other sections of the country of the mail facilities to which they are entitled. The department, from this misinterpretation of its functions, is made virtually the carrier of passengers and merchandise, and what is yet more to be deplored, is a carrier without compensation.

EXPRESS MAIL AGENTS.

The employment of these officers by my predecessor, on the great routes from New York, Philadelphia, and Baltimore, westward, was an experiment, the practical working of which has not justified its continuance. It has, accordingly, been terminated by the substitution of the baggage-masters on these routes for the agents heretofore having charge of the through mails, and thus far the results of the change have been satisfactory.

The rate of compensation has been much reduced, so as to exhibit an annual saving of $19,100, as compared with the former expenditure, while the services have been secured of a class of men believed to be fully competent and faithful in the discharge of the duties which they have assumed upon themselves.

RAILROAD SERVICE.

While it is admitted that the establishment of railroads in the United States has added vastly to the celerity of the mails and to the facility with which those of great weight and bulk are transported, it is equally true that in their train of blessings have come evils which have continued to grow with the expansion of the system, until they have at length reached a magnitude which demands that an earnest endeavor should be made for their correction. The mails were conveyed, during the last year, on 26,010 miles of railroad, at a cost varying from $50 to $375 per mile for transportation alone, the aggregate expenditure for this class of service being $3,243,974. To this are superadded the salaries of express and route-agents, and messengers, amounting to $626,174 per annum. Accompanied and delivered, as the mails are, by the agents of the department, the service performed by the road is little beyond that which it performs for the shipper of a barrel of flour or a sack of grain. Why, then, is a compensation exacted for this service, which is so exorbitant as compared with what would be demanded of a private citizen for the conveyance of a similar amount of freight? In Canada, the compensation paid to the railroads for the conveyance of the mail is $30 per mile for day, and $40 per mile for night service, and $70 when the two services are combined. For this a separate car is furnished, which is fitted up as a traveling post office, and serves for assorting and distributing the mails by the way. If the mails are sent as ordinary freight, under the guard of either an agent of the company or of the post office, the charge is but two cents per mile, when the weight does not exceed two hundred pounds, and for any additional weight payment is made in the same proportion. No reason is perceived why, except upon our great trunk routes, a higher rate of compensation should be submitted to by our government than is paid by that of Canada. Even on this latter class of roads the present rates are much too high; but on the remainder, where the mails are light, they are oppressively extravagant. The rapid multiplication of railroads, on all of which the law provides that the mails shall be carried, is constantly increasing the

evil complained of. These roads are in every direction penetrating, comparatively, sparsely populated portions of the country, and connecting with small towns, where the correspondence is necessarily limited; and if they are all to continue to enjoy this enormous subsidy at the hands of the department, however unimportant the mails carried, no very strong hope of disinthrallment from its present embarrassments can be indulged. The remedy is to be found in an amendment of the act of 3d March, 1845, which I would respectfully urge upon the consideration of Congress. A reduction of thirty-three and one third per centum upon the maximum rates fixed by that act would still leave a very liberal compensation to this class of contractors. Should Congress express their concurrence in this view, it cannot be believed that the intelligent and public-spirited citizens who have the control of these roads, will continue to insist on terms, which it must be manifest to them, as it is to all, the resources of the department do not enable it to meet.

Another grievance resulting from the railroad system consists in the disinclination of many of these companies to assume upon themselves the obligations imposed on all other contractors in the service of the department. Of the three hundred and eighteen railroad routes in the United States there are one hundred and thirty-seven on which the mails are transported without contract. These routes are the most important from their length and the weight of the mails transmitted upon them, and yet the incorporated companies controlling them peremptorily refuse to enter into those engagements with the department which the law and the highest interests of the postal service demand. This ground was early taken by railroad companies, and rather than inaugurate a series of controversies which might be protracted, and interrupt the regular conveyance and delivery of the mails, the department has yielded, though constantly protesting against this lawless course. The consequence has been that they have carried the mails when and as they pleased, departing and arriving at such hours, and moving at such speed, as was agreeable to them. It is true that a few of the companies have manifested a liberal spirit in coöperating with the department in the arrangement of the schedules; but they have done this rather as a courtesy than as an acknowledgment of any obligation on their part to do so. The adjustment of the schedules is of the very essence of the postal organization, and upon its exercise the harmony and success of the whole system depends. If this right is to be given over to the vacillating councils, and conflicting interests of the numerous railroad companies, the service must lose its dignity and power, and wide spread derangement and inefficiency necessarily insue. The law regulating the transfer of the mails to these roads contemplates that the department shall make a contract evidencing the terms on which the service is accepted; and the act of 1836 declares that "no person whose bid for the transportation of the mail may be accepted shall receive any pay until he shall have executed his contract according to law and the regulations of the department." The course heretofore pursued of recognizing and paying the claims of these roads in the absence of any contract has been in disregard of the statute cited, and it has been equally at variance with sound policy. The public

weal as well as the law requires that railroad companies, as carriers of the mails, shall be subjected to the same wholesome discipline to which all other contractors are subjected. As fully explained in the accompanying report of the Auditor, to which reference is had, their failure to enter into these contracts, creates serious and perplexing embarrassments in the collection of the revenues of the department, which should not be submitted to. With every disposition to deal with them most liberally, and with a full recognition of their value as postal agents, and of their incalculable power in developing the resources of our country, and promoting the enterprises of its material civilization, still it is manifest that their present attitude, seemingly defiant in its tone, as it is disorganizing in its tendencies, cannot be endured without humiliation to the government, and without serious peril to those great interests which it is the mission of this department to uphold and advance. If they can successfully maintain the position they now occupy, then they control at will the movements of the mails, and virtually the department is administered by them instead of by its appointed head. Entertaining these views, proposals will be invited from the different railroads; and the companies will be notified that after the 31st day of March, 1860, the mails will be delivered to them only on condition of their entering into formal agreements, containing on their part the usual stipulations for the faithful performance of the service. The remote day mentioned has been named in order that the department, in the execution of the new contracts proposed, might avail itself of any modification of the act of 1845, which may, in the meantime, have occured.

PORTLAND AND NEW ORLEANS MAIL.

Congress, by an act approved June 14, 1858, authorized the Postmaster General "to make such arrangements for the transmission of the great through mails between Portland and New Orleans, as will insure the most speedy and certain connection, including in the route for one of the daily mails as many of the sea-board commercial cities as may be consistent with the greatest dispatch."

The irregularities and delays which had so long distinguished the transportation of this trunk mail, no doubt led to the enactment of this law. The subjoined table will exhibit the average period occupied in its conveyance between New York and New Orleans during the past year, as well as the number of failures, to arrive within schedule time on the two routes designated.

Southwestern, via Knoxville.

Schedule time, 5 days.
Actual time, 5 days, 22½ hours.
Arrivals in schedule time, 241.
Arrivals out of schedule time, 389.

Atlantic, via Wilmington.

Schedule time, 5½ days.
Actual average, 6 days, 1½ hours.
Arrivals in schedule time, 403.
Arrivals out of schedule time, 286.

Sharing fully the conviction which seems to have been entertained by Congress as to the necessity of putting this service on a better footing than it has heretofore attained, proposals were solicited for carrying this mail on the basis of a complete guarantee—no payment to be made for any trip on which there should be a failure to arrive within schedule time. As Congress named only the terminal points of the route, the same course was pursued in the invitation for proposals, and the parties bidding were thus left free to select and designate that for which they proposed. Offers were accordingly made for the character of service required on four different routes, viz:

1st. Via Boston and Springfield, Mass., Albany and Buffalo, N. Y., Cleveland, Columbus, and Cincinnati, O., Cairo, Ill., Jackson, Tenn., and Canton, Miss.; or via route as above, and via Pittsburg, Pa., with a branch to and from New York city, connecting at Albany or at Philadelphia, as the Postmaster General may prefer; or via route as above, with branches from Crestline, O., by Pittsburg, Pa., to Philadelphia, Pa., and from Harrisburg, Pa., to Baltimore, Md., and also a branch to and from New York city, connecting at Albany or Philadelphia, as the Postmaster General may prefer.

2d. Via Portsmouth, N. H., Boston, Worcester, and Springfield, Mass., Hartford and Hew Haven, Conn., Yew York, N. Y., Philadelphia, Pa., Baltimore and Cumberland, Md., Benwood, Va., Bell Air and Columbus, O., Cairo, Ill., Columbus, Ky., Jackson and Grand Junction, Tenn., and Jackson, Miss., with a branch from the Washington Junction to Washington, D. C.

3d. Via Portsmouth, N. H., Boston and Springfield, Mass., Hartford and New Haven, Conn., New York, N. Y., Philadelphia, Pa., Baltimore, Md., Washington, D. C., Alexandria and Lynchburg, Va., Knoxville, Chattanooga and Grand Junction, Tenn., and Canton, Miss.

4th. Via Portsmouth, N. H., Boston and Springfield, Mass., Hartford and New Haven, Conn., New York, N. Y., Philadelphia, Pa., Baltimore, Md., Washington, D. C., Richmond, Petersburg, and Norfolk, Va., Wilmington, N. C., Charleston, S. C., Savannah, Ga., and Fernandina and Cedar Keys, Fla.—Norfolk to be supplied by steamboat from Baltimore, Md., and by railroad from Weldon, N. C., making two lines between Baltimore and Weldon—one via Norfolk, and one via Washington city, Richmond, and Petersburg; Savannah to be connected with the main line by steamers from Fernandina through the inland passage, and a branch mail to be conveyed once a week by steamer from Cedar Keys to Key West, Fla., and to be extended to Havana, for the postages, if desired by the department.

Congress evidently contemplated the ultimate establishment of several routes between the termini mentioned; but as the service is an

experiment, and one attended with very heavy expense, it is deemed advisable to establish but one for the present. Which that should be, must depend on a variety of considerations, the force of which can only be ascertained by a careful comparison of the time and compensation proposed, in connection with the intermediate population and correspondence to be served by the routes. While the legal authority for executing this contract may be regarded as fully conferred by the statute referred to, yet the amount of compensation demanded was so much greater than had been anticipated, that I did not feel justified, in view of the embarrassments of the department, to incur so heavy a liability without submitting the matter to the consideration of Congress. As a postal enterprise, this yields to none in its magnitude and importance, and the department shares the general solicitude for its success. I trust that Congress will either give its express sanction to the specific contract suggested by voting the necessary appropriation, or will indicate for the department such a course of administration as shall warrant it in closing with some one of the proposals which have been received and are now held under advisement.

MISSISSIPPI RIVER MAILS.

The service between St. Paul and New Orleans was performed during the past year at an aggregate cost of $328,278. Its earnings were too inconsiderable to be the subject of serious comment. The establishment of this river route on its present basis was resisted by the department as long as was possible, from a thorough conviction that it would involve a most deplorable waste of its revenues. This conviction, however, was unheeded, and on the 5th of August, 1854, Congress, by a mandatory act, obliged the Postmaster General to put it into operation, irrespective of its products, and irrespective of the absence of those postal wants which the act professed to supply. The result has fully realized the anticipations and predictions of the department. Since the passage of the act referred to, more than thirteen hundred thousand dollars have been expended in the transportation of these river mails, with a return so slight as scarcely to justify the designation of the expenditure as postal in its character. For a time, it is true that the route possessed some importance, because of the through mails which passed over it; but from the completion of various railroads these through mails are now conveyed by land; and in consequence the river route has become essentially local, and supplies only the small offices along the banks of the Mississippi. All the large towns are or will be supplied in advance by lateral mails carried on the railroads. It is believed that the service could be performed for one fourth of the sum which it now costs, were the department permitted to contract for it by the trip. A reduction amounting to $47,213 has been made above the mouth of the Ohio; and were a corresponding reduction made between Cairo and New Orleans, the expenditure would be still greater than the revenue from the route would justify. The terms of the act, however, do not seem to contemplate such a curtailment as the altered capacities of the service now imperatively demand. The matter is referred to as an illustration of the disastrous consequences

which must follow from a course of legislation that takes from this department all discretion, and constrains it to enter into engagements which place the mail service beyond the reach of that wholesome revisory power which sound policy requires shall be constantly exercised in adjusting its operations to the ever-recurring vicissitudes to which it is exposed. Believing that this route, while continued on its present footing, as to compensation, falls clearly within the category of non-postal, I respectfully suggest the propriety of placing it, less its earnings, on the public treasury. The enormous amount annually drawn by it from the postal revenues is, in effect, and was probably intended to be, but a subsidy in aid of southwestern commerce; which, if needed, (and the nation is willing to bestow it,) should unquestionably be contributed from the national funds.

PACIFIC MAILS.

On taking charge of this department I found established and in full operation six different routes for conveying the mails to and from California and our other Pacific possessions, viz:

	Annual Cost.	Annual Receipts.
1. From New York and New Orleans, via Panama, to San Francisco, semi-monthly,	$738,250	$299,972 69
2. From New Orleans to San Francisco, via Tehuantepec, semi-monthly.....	250,000	5,276 68
3. From San Antonio, via El Paso, to San Diego, semi-monthly, (weekly from San Antonio to El Paso and Fort Yuma,)....	196,448	601 00
4. From St. Louis and Memphis, via El Paso, to San Francisco.....	600,000	27,229 94
5. From Kansas, Missouri, to Stockton, California, monthly.....	79,999	1,255 00
6. From St. Joseph, Missouri, via Utah City, to Placerville, weekly.....	320,000	5,412 03

The gross annual disbursements for these six routes were thus $2,184,697, and the receipts from them but $339,747 34, showing a loss to the department of $1,844,949 66 per annum.

The expenditures for local mail service in the States of California and Oregon, and in Utah and Washington Territories, during the past year, amounted to $508,697 13, which being added to the cost of the routes named, gives a total of $2,693,394 13.

The population supplied by this enormous outlay does not exceed six hundred and fifty thousand souls—thus exhibiting a postal expenditure of about $4 14 for each person, including all ages and conditions. The remaining $12,271,099 20 of the gross annual disbursements of the department furnish postal facilities for thirty millions of people, being in the proportion of less than forty-one cents for each person. Were the inhabitants of the country east of the Rocky mountains served by the department at the same rate of expenditure with those on the west, it would require annually $126,893,394 for its support,

instead of the $14,964,493 33 now actually expended by it. It was apparent that the whole field of postal operations offered no point more urgently calling for curtailment than these Pacific routes, and hence the action in reference to them deemed appropriate was taken without delay, a detailed account of which is subjoined.

NEW YORK, NEW ORLEANS, AND CALIFORNIA MAILS.

The contracts for these mails via the Isthmus of Panama, expiring on the 30th September, 1859, and not being willing to extend them, because of the exorbitant compensation exacted, I invited proposals for their transportation for nine months only, in order that Congress, which has so constantly supervised this service, might have an opportunity of placing it on such basis as should be agreeable to it. The result has been the conclusion of an engagement with Cornelius Vanderbilt, who has stipulated for the conveyance of the mails, for the period named, for $37,500, for those to and from New York, and $150,000 for those to and from New Orleans; to which being added the railroad charges, amounting to $75,000, the aggregate cost will be $262,500; or with the salary of the mail messengers added, at the rate of $351,000 per annum, and showing an annual gain, as compared with the preëxisting contracts, of $387,250. The amount paid for the New Orleans service is very liberal, but it has been submitted to cheerfully by the department, because of the earnest desire felt to place that commercial emporium of the South in as direct communication as possible with the Pacific. The contractor has also obliged himself to transfer these mails to the Nicaragua route at the earliest moment practicable; and from his high character and indomitable energy, connected with the vast capital which he wields, no doubt is entertained that the pledge thus given will be promptly and faithfully redeemed. This, by avoiding the onerous Panama railroad tariff, will still further reduce the expenses of transportation $50,000, and will establish on an enduring footing, a great national thoroughfare, the opening of which has been and is an object of universal solicitude. The journey to our Pacific States and Territories will thus be shortened by some seven hundred miles, and permanence given to a route which must be the successful rival of that via Panama, and which, at present, is alone capable of affording adequate protection against those exactions of the Panama railroad and Pacific steamship companies, which the judgment of the public has long since pronounced unreasonable and oppressive. This route, being treated as not strictly postal, has been heretofore charged on the treasury, except the $100,000 paid by the department to the Panama railroad for the transit across the Isthmus. The compensation stipulated for under the present contract is, however, payable out of the revenue of the department. Provision should be made for the support of this service from the treasury, less the actual earnings of the route.

TEHUANTEPEC ROUTE.

The value of this route is very clearly expressed in its receipts of $5,276 68, and its annual expenditures of $250,000. In its present condition, it is comparatively useless, alike for purposes of travel and postal communication. The land portion of the transit across the Isthmus, being upwards of a hundred miles in length, consists of an unpaved and imperfectly-graded road, passing over a precipitous mountain, and barely practicable for wheeled vehicles; and, in consequence, a mail made up of a few light sacks is all that the contractors have carried, and all, it is presumed, that they have been able to carry since the commencement of the service. The department was asked to continue the conveyance of the mails via Tehauntepec to Ventosa only, at an annual compensation of $280,000, which was the rate proposed by the late contractors; but, for the extension of the service to San Francisco, at the rate of $560,000 was demanded. This added to the $150,000 paid for the New Orleans mails, by way of Panama or Nicaragua, would make a total of $710,000 expended for the Pacific mails alone, from that single city, and with a revenue therefrom not exceeding $9,435 98. This proposal was not accepted, because of the extravagance of the compensation claimed in view of the amount of postal service, which, in the actual state of the road, it is possible to perform; and because, with the regular and rapid communication which New Orleans now enjoys with the Pacific through the contract with Cornelius Vanderbilt, this service is unnecessary. That the mail from San Francisco, passing over this road, would be a few days in advance of that by Panama and Havana, in its arrival at New Orleans, is admitted; but this difference will be reduced one half by the direct service between New Orleans and the Isthmus, provided for in the Vanderbilt contract. So slight an advantage as this, in point of time, gained by so small a mail, would be too dearly purchased, at the price named. Were the Gulf and the Pacific connected at this point by a railroad, which is projected, no doubt this route would become a favorite thoroughfare both for travel and the mails; and, in the judgment of many, there are political and commercial considerations which would justify the government of the United States in assisting the company owning the right of way to construct such a road. Should this be the view of Congress, then such appropriation should be frankly made from the public treasury, and not taken from the postal revenues under the guise of payment for a service not needed, and which is unproductive and unavailable to the department.

SAN ANTONIO AND SAN DIEGO MAILS.

This semi-monthly was, on the 29th day of October, 1858, improved to a weekly service between San Antonio and El Paso and El Paso and Fort Yuma, and the compensation was fixed at $196,000. The product of the route during the past year, as already shown, was but $601—loss to the department at the rate of $195,399 per annum.

With this conclusive indication of its want of importance and value for postal purposes, I directed that the service should, on the 1st of July last, be put on its original footing of a semi-monthly mail, and reduced the allowance to the contractors to $120,000. Whatever objects, political or otherwise, may have been contemplated by the government in establishing this route through an almost unbroken wilderness and desert, it is clear that its continuance at the present rate of compensation is an injustice to the department. It may be convenient for the very few passengers that pass between Texas and San Diego; but as a mail accommodation it is not required in the direction of the Pacific since the people of Texas have already secured to them a regular postal communication with that coast through New Orleans, and also by the great overland mail. But it would be better that this mail—one of the lightest known to the department—should be sent even by the way of New York to California, than that the correspondence of the whole country should be oppressed by this enormous exaction for the benefit of a few contractors.

GREAT OVERLAND MAIL.

The service upon this extended route has been performed with great regularity, and generally within schedule time; but the contract has proved one of the heaviest burdens to which the department has ever been subjected. With an expenditure at the rate of $600,000 per annum, the postages received in return have not amounted to more than $27,229 94; so that, after making allowances for such increase as may be anticipated, the department, at the expiration of the six years for which the contract was entered into, will have lost from this route alone more than three millions of dollars. Feeling anxious to relieve, in some degree, the postal revenues from this exhausting drain, I proposed a reduction of the semi-weekly to a weekly service, which would have resulted in an annual saving, as compared with the present outlay, of $150,000. On referring the question, however, to the Attorney General, he determined that in consequence of the customary clause giving the Postmaster General revisory power over all mail contracts having been omitted in this, the desired curtailment could not be legally made. The whole matter being thus placed beyond the control of the department, the action of Congress alone is capable of furnishing the remedy desired; and I cannot too earnestly recommend its early and decided interposition. If no compromise can be effected with the parties upon terms deemed reasonable, then I would urge, as an act of simple justice, that this gigantic service, which was established at the instance of Congress, and in furtherance of great national objects, shall be at once charged upon the public treasury. Until a railroad shall have been constructed across the continent, the conveyance of the Pacific mails overland must be regarded as wholly impracticable. These mails, as dispatched semi-monthly, average ten tons in weight, which, if divided into semi-weekly departures, would give two and a half tons for each—thus requiring, in view of the condition of the road, ten coaches, instead of the single one now employed, and

costing, at the present rate of compensation, six million of dollars per annum for transportation alone, with a product of $327,202 63.

The route has now been opened, and its availability for a light mail demonstrated; so that, should war occur with any maritime power, threatening embarrassment to our ocean mails for the Pacific, the service could, without delay, be reëstablished on its present basis. Were it otherwise, that contingency is deemed too remote to justify the continuance of so enormous a tax upon the correspondence of the country. Such morbid caution aud apprehension could not but be reeognized as illustrating in miniature the folly of that policy which would keep our army and navy perpetually on a war footing, merely because once or twice in a century the amicable relations of the republic with other nations are liable to be disturbed.

THE KANSAS AND STOCKTON MAIL.

This route, put in operation at an annual expense of $79,999, having, in consequence of the alleged hostility of the Indians and other causes, proved a failure, and being unnecessary for postal purposes, it was, on the 30th of June last, discontinued. The proceeds of $1,255 credited to it, were realized for the local service between Kansas City and Neosho and Albuquerque. During the period of nine months that it was in operation, there were but four arrivals of through mails at Kansas, and but two at Stockton. The whole mail matter received at Kansas from Stockton consisted of two letters and twenty-six newspapers, while it appears from the returns that but a single letter reached Stockton from Kansas. Another peculiarity of this service was that it extended for 825 miles, between Westport and Santa Fé, directly along the line of another route, the contractor for which carried, as is supposed, for some trifling compensation, this exceedingly light and unimportant mail, for the transportation of which, as shown, the department was then paying at the rate of some $80,000 per annum.

INDEPENDENCE, SALT LAKE CITY, AND PLACERVILLE MAILS.

This connection with the Pacific was formerly a monthly service; but, in consequence of the threatened rebellion of the Mormon population, it was improved to a weekly mail, at an annual compensation of $320,000—the product being but $5,412 03. The object of this improvement was to enable the government to communicate regularly and rapidly with the troops engaged in active military operations in Utah. Tranquillity having been restored to that Territory, and the department having been assured by the Secretary of War that a weekly mail was no longer needed for the purposes of the government, a reduction to a semi-monthly service was ordered to take place on the 30th June last, which, after making the most liberal allowance to the contractors, will save to the department $115,000 per annum.

It will be thus seen that in consequence of the action which has taken place in reference to these Pacific routes, the annual expenditure upon them has been diminished $908,697. The $1,276,000 still

required for their support, on this improved basis, is very far beyond what an enlightened and just administration of the finances of the department would warrant.

ISABEL SERVICE.

For the last five years, the mails between Havana and Charleston and Savannah have been conveyed in a steamship—the Isabel—performing semi-monthly trips, at an annual compensation of $60,000, authorized by Congress, but payable out of the revenues of the department. The postages received from these mails during the past year amounted to but $10,057 66. The contract, involving thus a loss of nearly $50,000 per annum, was, in its operation, of a most oppressive character, and upon its expiration on the 30th of June, its renewal was declined. Fortunately for the public interests, the approaching completion of the Florida railroad enabled the department to send these mails across the peninsula, from Fernandina to Cedar Keys, where they connect with the gulf mail steamers from New Orleans, and proceed directly on via Key West to Havana. The service out and returning is now regularly performed, and costs the department only the inland and sea postages. This results from the fact that the route from Charleston and Savannah, via Fernandina and Cedar Keys, to Key West being already in operation for the local mails, the outlay for the service is in nothing increased by the addition of those for and from Havana. The substitution, therefore, of this route for that of the Isabel, is a saving to the department of $49,942 34 per annum. This route is not only preferable to the other on the score of economy, but also because it supplies many post offices, whereas the one for which it is substituted supplied but a single intermediate office, that of Key West. The department was urged by citizens of Charleston to extend the contract with the owner of the Isabel, from commercial considerations, but did not feel justifed in giving to such considerations the weight claimed for them. This large subsidy would certainly enable the owner of the Isabel to carry freight and passengers at reduced rates; but if there be any constitutional warrant for the government's bestowing this advantage on the inhabitants of a single city, while it is denied to those of other cities, such advantage should be sought from the public treasury, and most assuredly not at the hands of this department. With the embarrassments pressing upon it, and with the knowledge that there are many communities now having weekly which desire and deserve semi and tri-weekly mails, and many others with tri-weekly which are entitled to daily service, it was not possible to devote some $50,000 per annum of its revenues to facilitate and cheapen the transportation of passengers and merchandise between Charleston and Havana, without a flagrant and culpable dereliction of duty. No reason is perceived why the policy indicated by the act of 1858, which fixes the compensation for foreign mail service performed by American vessels at the inland and sea postages, should not be applicable to this as to other foreign mails. If it be insisted that the steamer's touching at Key West determines as domestic the portion of the route between that point and Charleston, then we have $10,057 66, or the inland and sea

postages, for the transportation of the mails between Havana and Key West, and $49,942 34 for their conveyance between the Key and Charleston and Savannah, though the latter part of the route yields to the department a revenue of but a few hundred dollars. Such an administration of the postal fund would be to the last degree improvident and wasteful, as it would be unjust to the public to which that fund belongs.

MISCELLANEOUS.

I regret to be compelled to announce that no progress has been made towards the construction of either the New York or Philadelphia post office. The site for the former has not been purchased or selected; and the unsuccessful efforts of my predecessor to that end have not been renewed by me, because of the depressed condition of the treasury. The want of a suitable building for the post office in our great commercial emporium is severely felt, alike by the public and by those concerned in the postal administration, and the hope is indulged that the existing embarrassments to the prosecution of the work will have an early termination.

The sale of certain property in Philadelphia, upon the terms designated by the act of March 3, 1859, is a condition precedent to any action for the erection of a post office in that city. The provisions of that statute are peculiar, and it has not, after repeated endeavors, been found practicable to comply with them. Further legislation is required to carry into effect the purpose of the act referred to, and I trust that the acknowledged importance of the subject to the whole people of Philadelphia will secure to it prompt attention on the part of Congress.

The act of June 14, 1858, established 695 new post routes, but made no provision for their support. It has been estimated that to put these and the St. Paul and Puget's Sound route into operation would require, annually, upwards of $600,000, besides the postal receipts therefrom. In the absence of the necessary means, and with a conviction that to the undue expansion of the service on unproductive routes like these is mainly due the heavy pecuniary burdens that now press upon and disable it, I have not hesitated to postpone to a more propitious day the action on the part of the department which this act contemplates. It is not believed that any serious inconvenience will be experienced by the country in consequence of this delay.

During the last fiscal year, ended June 30, 1859, there were purchased under contract, and put into service—

Of mail bags and pouches (for letters)	8,696
Of mail sacks (for newspapers and other printed matter)	22,141
Making total number of all kinds	30,837
The total number of all mail bags of all kinds procured during preceding year	20,900
Increased number during the last fiscal year	9,937

—or, nearly fifty per cent. more than the number purchased during the year ended June 30, 1858.

This increase is to be accounted for chiefly by the unusual demands for supplies created by the reduced number of mail bags furnished during the preceding year, which was much below the average of former years, and less than one-half of the number procured during the year ended June 30, 1857, for which the total number amounted to 54,075.

The excess of expenditure for mail bags during the last fiscal year over that of the year next preceding was occasioned not only by the exigencies arising from the inadequate supply of that year, as before stated, but also by the substitution of a large proportion of more costly bags for such as had been procured at less price, but discontinued as no longer desirable for the mail service.

During the last fiscal year, proposals were invited, by public advertisement, according to law, for furnishing mail bags for four years from and after the 1st July, 1859; and the lowest and best bids were accepted, upon which two contracts were made. These contracts, which are now in course of satisfactory fulfillment, were made at prices somewhat higher than those of the contracts last expired; but it is confidently expected they will prove to be highly advantageous to the interests of the department, as the bags contracted for are greatly superior in every respect to any heretofore used in the service.

The supplies of mail locks purchased for the service during the last fiscal year amounted to fifty per cent. less in number, and sixty-seven per cent. less in cost, than those of the next preceding year.

Without entering into the details of the delinquencies and depredations alleged to have occurred in connexion with the postal service during the past year, it may suffice to state that its moral aspects are still unsatisfactory. Every possible effort has been made for improvement in that direction, and these efforts will be continued without relaxation for the future. The public have given their complete confidence to this department, and have intrusted not merely their treasures, but their most secret and sacred revelations, to the keeping of its honor. They have a right to demand that it shall prove itself worthy of this confidence, and that this high trust shall neither be accepted nor administered by unclean hands. But of all the branches of the government there is none where the temptations to, and opportunities for, the commission of crime are of such frequent recurrence as in this, while the known difficulty of punishing this class of offenses affords an ever-active incentive to the depredator. A well directed vigilance has already accomplished much, and may accomplish much more hereafter, for the suppression of these abuses; but I am thoroughly persuaded that the chief reliance for the safety of the mails must be found in the irreproachable personal probity of those charged with their transportation and delivery. Hence it is believed that there can be no faithful or honorable administration of this department but by promptly discarding from its employment all whose course of life brings in question either their private or their official integrity.

FOREIGN MAIL SERVICE.

The tables prepared by the Auditor of this department, and annexed to this report, exhibit the result of the foreign mail service for the past fiscal year, and may be briefly stated as follows:

The aggregate amount of postage (sea, inland, and foreign) on mails conveyed to and from Europe by the several lines of mail steamers employed by this department was $484,668 54; and by the British packets of the Cunard line, performing an equal number of trips, $805,629 64. The North German Lloyd and Hamburg lines of mail packets also conveyed mails to and from Bremen and Hamburg, respectively, the postages on which amounted to $48,151 71; making the total postages on United States and European mails, conveyed by all lines, during the year, $1,338,449 89.

The cost of the transatlantic service performed by steamships employed by this department, under the provisions of the act of the 14th June, 1858, (which limits the compensation to the United States postage, sea and inland, when the conveyance is by American steamers, and to the sea postage when by foreign steamers,) was $324,610 62; twenty-six round trips being performed by American steamships for the sum of $199,261 09, averaging $7,663 88 per round trip; and twenty-six and a half trips by foreign steamships, at $125,349 53, averaging $4,730 17 per round trip. Of the latter trips, four and a half were run by the Canadian line of steamers between Portland and Liverpool. This line is hereafter to run weekly, Portland being the terminus on this side during the winter, and Quebec during the summer season; and in connection with the Grand Trunk railway over the Victoria bridge at Montreal, now completed, it will afford the means of the most direct and probably the most expeditious communication between Chicago and Liverpool. Arrangements have been made with the Canadian post office department to transport, for the sea postage, any mails it may be desirable to send by this line; and, in order to give them as much expedition as possible, it is intended to have Chicago and Detroit, as well as Portland, constituted offices of exchange for United States and British mails. Bags will then be made up at each of these offices, and will not be opened until they reach Liverpool. The running time from Chicago to Portland, via Detroit, Toronto, &c., is not to exceed forty-eight hours; and either from Portland or from the contemplated terminus of the railway, near the mouth of the river St. Lawrence, where the mails are to be transferred to and from the steamships, the distance to Liverpool is several hundred miles less than from New York.

Temporary arrangements have also been made on the terms of the act of 1858 for the continuance of weekly service, by American or foreign steamships, between New York and Liverpool, or Southampton, embracing semi-monthly trips to Havre, and trips once a month to Bremen and back. This, in connexion with the Cunard line, secures semi-weekly service between this country and Great Britain, and with the Bremen and Hamburg steamers, a direct mail, at least as frequently as three times a month, to and from Germany.

In this connection, I feel it my duty to recommend the repeal of that clause of the act approved June 14, 1858, which declares that, in forwarding mails to foreign countries, "the preference shall always be given to an American over a foreign steamship, when departing from the same port for the same destination *within three days of each other.*" Could we maintain even daily postal communication with transatlantic nations, it would be a subject of congratulation on the part of the whole country, and would be as grateful to our social relations as it would be promotive of our best commercial interests. Dispatch is the highest element in the mission of this department; and hence that legislation which provides for retarding instead of accelerating the mails may be safely pronounced, at least, extraordinary in its character. The law under consideration requires that, though the mails be ready for transmission and a foreign vessel is offering to transport them, yet they shall be retained for three days, if such delay be necessary, in order to place them in charge of an American steamship. The support which the interests of the American ship-builder and ship-owner derive from the conveyance of the mails is but an incident to the service, and to it the efficiency and reputation of that service, which is the principal, should never be sacrificed. It is desirable that this department shall have the power to send forward the foreign mails as often as a safe, reliable vessel can be found to convey them, and that the obligation to prefer the American to the foreign steamship shall only exist when they sail on the same day.

The amount of letter postages upon mails exchanged during the year with Great Britain was $770,086; with Prussia, $288,642 68; France, $218,770 05; Bremen, $38,368 37; and Hamburg, $22,581 95; being a decrease on British mails of $32,684 80; on Prussian mails of $37,120 92; and an increase on French mails of $12,943 63; on Bremen mails of $10,462 45; and on Hamburg mails of $6,704 21; as compared with the preceding year. Net decreased letter postages on European mails, $39,695 43.

The amount of postages on mails sent to Great Britain was $365,622 13; to Prussia, $167,884 33; to France, $106,050 01; to Bremen, $18,229 80; and to Hamburg, $15,584 58—total sent, $673,370 85. On mails received from Great Britain, $404,464 71; from Prussia, $120,758 35; from France, $112,720 04; from Bremen, $20,138 57; and from Hamburg, $6,997 37—total received, $665,079 04. Total postages collected in the United States, $809,860 73; in Great Britain, Prussia, France, Bremen, and Hamburg, $528,589 16. Excess of postages collected in the United States, $281,271 57.

Balance due Great Britain on adjustment of account for the year ended June 30, 1859	$200,598 31
Balance due to France	37,232 24
Balance due to Bremen	15,546 43
Balance due to Hamburg	8,909 31
Total	262,286 29

Total postages for the year on mails transported on the New York, New Orleans, Aspinwall, and California lines, (including mails for Panama, and Acapulco, Mexico,) $299,972 69. On the New Orleans and San Francisco route, via Isthmus of Tehuantepec, $5,276 68.

On the Charleston and Havana route, $10,057 66; on the New Orleans and Vera Cruz route, $2,578 26; and on the various lines to the West Indies, &c., $52,301 47. Aggregate total postages on mails conveyed by above-named *home lines* of steamers, $371,429 12.

The weights of closed *letter* mails received and sent during the year were as follows:

Prussian closed mails received 130,525¼ ounces, and sent 175,496 ounces—total, 306,021¼ ounces. Closed mails from Great Britain for Canada 113,060 ounces, and from Canada for Great Britain 104,471 ounces—total, 217,531 ounces. British and California, Havana and Mexican closed mails, received and sent 30,461½ ounces.

The amount paid Great Britain for sea and territorial transit on closed mails conveyed through the United Kingdom was $125,979 78½; and the amount received from Great Britain on British closed mails in transit through the United States was $57,474 91.

The negotiations, which were temporarily suspended, having in view the reduction of the rates of postage upon letters and upon printed matter between this country and Great Britain, have been renewed, but, I regret to say, without any encouraging result. A most liberal proposition was submitted by this department to the Postmaster General of England, and, in view of the previous correspondence on the subject, the expectation was confidently indulged that he would promptly accede to it. It has, however, been declined, and for reasons so unsatisfactory that, for the present, no disposition is felt to pursue the matter further.

RETRENCHMENT.

The Post Office Department, according to the theory of its organization, should be self-sustaining, and, because of the peculiar character of its functions, should not be a charge on the common treasury. In this respect, its aspects and mission are wholly unlike those of the other branches of the government, and demand a corresponding principle of administration. The dispensation of public justice, the enforcement of laws enacted by national authority for the general protection, and the vindication of the rights of the republic upon land and on the sea, are duties whose performance is of the very essence of our political system, and, affecting, as they do deeply, every member of the body politic, they justly claim their support from the fund which is the contribution and property of all. But the transportation of a letter or newspaper or pamphlet for the citizen is no more public business than would be the transportation of his person or merchandise. It is an operation prompted by and performed in subserviency to a private, personal interest, and that interest, and that alone, should bear the pecuniary burden inseparable from it. The government has charged itself with the establishment and superintendence of the postal system, because the peculiarities of this complex and wide-spread service rendered such interven-

tion indispensable. The service, to be effectual, had to be clothed with an energy and power, and to enjoy immunities and the guardianship of a prompt and rigid accountability on the part of multiplied thousands of agents, which no private enterprise could possess; and hence the interposition of the government became a necessity—a necessity, however, which, while it occasioned the intervention, also furnished its limitation. While it was thus essential that the system should be organized and supervised by the government, it was at the same time entirely practicable to sustain it from the means of those for whose benefit it was established; and, therefore, it was not necessary that its maintenance should be imposed as a burden on the national treasury. On the contrary, it was eminently just and proper that they, and they only, who used the mails should pay for them, and that such payment should be exactly proportioned to such use. Were the support of the system charged on the treasury, those who do not participate in its advantages would be equally taxed with those who do, and the farmer who dispatches a single letter a month would have to contribute as much as the merchant who despatches and receives fifty per day. The gross injustice of this result is too flagrant to require exposure or comment. It was in obedience to this sentiment, that a self-sustaining character was impressed upon the department in its creation, and was long and most sedulously and scrupulously adhered to in its administration. The act of February 20, 1792, "To establish the post office and post roads in the United States," declares that "the Postmaster General shall provide for carrying the mail of the United States," and "shall defray the expense thereof, together with all other expenses arising on the collection and management of the revenue of the post office;" and to enable him to comply with this requisition, no other fund is placed at his disposal than that derived from the current receipts of the service. The same act empowers the Postmaster General to enter into contracts for "extending the line of posts" beyond those established by law, but expressly provides that "such contracts shall not be made to the diminution of the revenue of the General Post Office," and that "contractors shall receive the postage which shall arise on letters, newspapers, and packets conveyed by such posts," which postage the act of May 8, 1794, enacts shall be paid to such contractors as "a compensation for their expenses." The last mentioned act also authorized the Postmaster General to contract for "the carriage of a mail on any road on which a stage, wagon, or other stage carriage shall be established, *on condition that the expense thereof shall not exceed the revenue thence arising.*" This action on the part of Congress, cotemporary as it was with the organization of the department, furnishes clear and conclusive indications alike of the theory on which it rested, and of the determination that its practical administration should conform thereto. In 1836, Congress provided that "the aggregate sum required for the service of the Post Office Department in each year shall be appropriated by law *out of the revenues of the department.*" This is still the existing law, and a more emphatic declaration that the self-supporting principle, on which the department had been previously conducted, should be continued, could not have been made. In 1790—the first year of the new

government in which the financial status of the department is brought to our notice—its revenues exceeded its disbursements by $5,255. From that time up to 1838, with occasional and slight exceptions, occurring at remote intervals, an excess of receipts was constantly exhibited. At the period last named, in consequence of a too rapid expansion of the service and the substitution of costly railroad transportation upon many of the old and hitherto comparatively cheap routes, there was manifested the first tendency to a permanent excess of expenditure. This tendency, however, was not decided, nor did it lead to any alarming results. The deficit was small, and during several of the years intervening between 1838 and 1846, was fully recovered from. Afterwards came the acts of 1845 and 1851, whereby the rates of postage were reduced, and the receipts of the department, in consequence, suddenly diminished upwards of $2,000,000 per annum. The introduction, too, of the telegraph as a medium of social and commerical intercourse, began at this time in a marked manner to divert from the mails the public and private correspondence of the country. This diverson has continued to enlarge until it may be safely estimated that the annual loss to the department, from this source alone, cannot now be less than $1,000,000. Under the influence of this abrupt and rapid decline in its revenues, and of the pressure of a course of legislation which continued from year to year to establish vast numbers of extended, costly, and unproductive routes, added to the importunate and incessant demand on the part of the country for the improvement as well as extension of postal facilities, the department was gradually led away from the principle to which it had previously inflexibly adhered, so that in 1858 its expenditures exceeded its receipts by $5,235,677 15. For the year ending June 30, 1859, this excess amounted to $6,996,009 26. This unfortunate condition of things has involved the department in imputations of extravagance and mismanagement, as disparaging as they have been undeserved. Its present embarrassments, which have so crippled its efficiency and clouded its reputation, are not the fruit of its own voluntary action, but of a current of events over which it has been unable to exert the slightest control. All have deplored the overburdened and sinking position in which it has been placed for the last few years, and the hope and expectation has been universally cherished that an early and earnest endeavor would be made to restore it to that basis of independence and honor on which it was placed by the founders of the government. The failure of the post office appropriation bill of the last session of Congress, which thus left the department charged with all the labors and responsibilities of the postal service, and yet denied it the use of its own earnings, having given a still more decided impetus to its downward fortunes, the occasion was deemed propitious for the inauguration, at least, of that work of reform which the deliberate judgment of the country demanded. The task was most arduous, involving, as it did, a reconnoissance of 8,723 post routes, and a careful scrutiny of every branch of expenditure connected with the postal service. It was most perplexing, too, because of the nice discrimination to be exercised, and of the obstinate and clamorous opposition encountered at every step from local and personal interests. Under the guidance,

however, of fixed principles, it has, in the face of all criticism, been steadily pursued to its completion. The act of 1825 makes it the duty of the Postmaster General to provide for carrying the mails on the post-routes established by law, "as often as he, *having regard to the productiveness thereof,* and other circumstances, shall think proper." The consideration thus early announced by Congress for the government of the department has, in the reform attempted during the last few months, been constantly consulted and acquiesced in as furnishing the only unerring rule of action. Unproductive routes, where the terms of the contract would permit, have been curtailed, and those which were useless have been unhesitatingly lopped off; all agencies which could be dispensed with without detriment to the service have been discontinued, and all allowances for extra services, not imperatively exacted from considerations of public justice, have been suspended. In the discharge of this unpleasant duty, it has been assumed that in all conflicts between the public interests and those of individuals and localities, the former should prevail; that the expenditures upon a route should bear a just proportion to its postal value, and that in determining that value the amount of correspondence conveyed upon the route, as indicated by its products, is the only unfailing criterion. To this have been allowed, as obvious exceptions, the trunk routes on which are transported heavy through mails, and which, of course, have a value beyond that evidenced by the receipts of the offices which they directly supply. In curtailing the extended and unproductive routes connecting with the Pacific, and which were established by Congress for the accomplishment of objects not postal, it was not possible to make more than a remote approximation to the principle which controlled the reductions in other cases. The result has been a retrenchment in the annual expenditure for postal service of $1,826,471. This estimate embraces the saving to the government of $637,250 from the new contract for the California and ocean mails, in substitution of the preëxisting contracts for the service by the way of Panama and Tehuantepec. The retrenchment thus effected may be classed under the following general heads:

Curtailment in transportation, discontinuing routes, and making new contract for ocean service to California	$1,725,869
Discontinuance of special and route agents, messengers, &c.	77,430
Withdrawal of extra allowance to postmasters	23,172
	$1,826,471

Reference is had to a tabular statement accompanying this report, in which the amount of the retrenchments made in each State and Territory is distinctly presented. It will be observed that in but two of the States, South Carolina and Florida, has the cost of the service been increased. It was at the lowest point in these States, and in conquence, on the occasion of the lettings in April last, this improvement, amounting to $5,633, was allowed. The heaviest reduction, $126,000,

was made in Missouri, in which State the postal expenditures for the past year were $727,090 97, and the receipts but $227,867 63, showing a loss of $499,223 34. The next largest curtailment, $94,621, was in Texas, in which, with a postal revenue of but $100,597 35, the outlay for the service for the year ending June 30, was $723,380, exhibiting an excess of expenditure of $623,782 65. In Louisiana, the reduction was $75,379, the excess of expenditure over receipts having reached in that State the past year $581,315 87.

The conclusion thus arrived at is the more gratifying, because the curtailments have been sparingly and most carefully made, and have, it is believed, in no instance seriously impaired the efficiency of the service. They have been made, too, with a most scrupulous regard to the rights of the parties under their contracts with the department. No ground at all doubtful has been occupied, and no step taken which was not fully warranted by law and by the express written engagements of the parties concerned. Whatever actual loss, therefore, may, in a few isolated cases, have been suffered, no legal claim for indemnification exists; and should any such be presented and allowed by Congress, they should be paid from the public treasury. The contracts with the department provide in express terms for the curtailment of the service whenever, in the judgment of the Postmaster General, the public interests shall demand it; and, as this is a contingency contemplated by all such engagements, and to which they are all exposed, when it arises it furnishes no just ground of complaint. If a contract shall for this cause prove less remunerative than was anticipated, it affords no reason why the department, which has kept its faith and exercised only its acknowledged rights, should be held responsible. If, therefore, Congress, in its discretion, shall think proper to grant a further compensation to such contractors, this department may justly insist that its own revenues shall not be burdened by such congressional generosity.

Great as is the relief which this retrenchment has afforded to the finances of the department, other measures of justice to it must be adopted before it can recover that character of independence which it is entitled to assume and maintain. Prominent among these measures is the

ABOLITION OF THE FRANKING PRIVILEGE.

It is, of course, not intended to assert that the correspondence of the government should be transmitted at the personal charge of its functionaries, but only that the cost of conveying such correspondence, when passing through the mails, should be defrayed from the national treasury. There is no more reason why the Post Office Department, through its contractors, should perform this service gratuitously for the government, than there is that the steamboats and railroad companies of the country should transport its troops, munitions of war, and stores, without compensation. What shall be the character and amount of written or printed documents forwarded on behalf of the government, and under what safeguards against abuse, are questions whose solution belongs exclusively to Congress, and which it is not my

purpose at present to discuss. I desire to maintain only the general proposition that, whether the written and printed matter be great or small, if it be dispatched in the name and in the interest of the government and by its agents accredited for the purpose, it should be charged with precisely the same rates of postage to which it would have been subjected had it been forwarded by private citizens. The franking privilege, as accorded to various officers of the government, was from the beginning and still is an anomaly in the postal system, and in direct conflict with the true theory of its creation. Had this department, like the others, been placed as a charge upon the treasury, and were it essentially a political instrumentality, and the property of the nation, it would be as incongruous for it to demand remuneration for its services to the government as it would be for the army and navy to do so; but this is not and never has been its actual or theoretical status. Beyond its political authority in establishing the department and its revisory power over its administration, the relations of the government to it are precisely those of the private citizen. This has been distinctly recognized in the several acts permanently appropriating $700,000 per annum for the transportation of "free matter." This is not, in the language or spirit of the act of 1836, a provision made for the support of the department from its own revenues, but is an appropriation from the public treasury, and is, in its terms, a specific compensation for the transmission of the correspondence and documents connected with the administration of the government. It is important to be noted in this connection, because it must rest on an admission of the soundness of the principleinsisted on, though in its amount it falls far short of the logical result to which that principle would lead. It is well known that the expenses of the department for transportation have rapidly increased within the last ten years. In 1849, they amounted to $2,577,407 71; but for the year ending the 30th of June, 1859, they reached the sum of $9,478,457. This has been produced by the enormous bulk and weight of the mails, which are principally due to the vast quantity of heavy books and printed documents sent under the government frank. Mails which but recently weighed a few hundred pounds, are now, from this cause, found weighing tons. The rates of postage on printed documents, &c., being but nominal, the cost of their conveyance is, in fact, a tax on the letter correspondence of the country. Hence, as the great mass of the matter franked by the government officials is printed, were it even paid for at the prevailing rates, still in precise proportion as the government is the patron of the mails would the service be unremunerative to the department. Were the "free matter" now conveyed charged with the existing rates of postage, it is confidently believed that it would yield an annual revenue of at least one million eight hundred thousand dollars; yet for this service the department receives but $700,000, and actually expends in its performance but little, if anything, short of $3,000,000.

The obligation of the government to pay for the use of the mails, at the rates imposed on the private citizen, is now so manifest that the proposition has been deliberately made and urged with much force that this act of justice shall, if possible, be made retrospective. Could

the amount which the department has expended for the transportation of free matter from the foundation of the government be ascertained—which is obviously impracticable—it is difficult to perceive on what ground a claim to its reimbursement—less the aggregate of the appropriations made from the treasury for the support of the department—could be resisted. If the principle contended for is right now, it has been so from the beginning.

But, it may be asked, does not the government virtually comply with this requisition to pay its own postages, by the annual appropriation which it makes to meet the deficit in the postal revenues, and is there any substantial difference between such a provision and the prepayment of its postages in detail? The answer is, that there is a difference; and this difference vitally concerns the honor and reputation of the department. The appropriation referred to is made, not in satisfaction of what is confessed to be due, but is rather bestowed as an alms. It is not paid as to a creditor for services fully rendered, but is extended as a relief to a defaulting branch of the government, and to save it from bankruptcy and dishonor. This places the department continually in a false position, and presents it to the world as a delinquent, when, in truth, it is not so. So long as it is thus treated, however skillfully or honestly it may be administered, it must stand at the bar of public opinion as condemned and as faithless to its mission. This is a moral wrong, and a great political error. When the department has loyally discharged every duty incumbent upon it, and has performed services, the compensation for which, if fairly made, would render it independent, it has a right, in the name of common justice, to claim that it shall be allowed to assume that attitude, instead of the mortifying one it has been driven to occupy for years—that of an improvident and discredited insolvent, ever begging at the doors of the public treasury.

It may be added, if it is proper that the government shall be charged with the expense of conveying the matter now passing free through the mails, justice alike to the public and to the department requires that the amount thus due shall be precisely ascertained, which can best be done by prepayment at the mailing offices. There can be no enlightened administration of the postal system without a complete knowledge of its financial resources and liabilities, which can never be attained while the incubus of the franking privilege is hanging over it. Under the stifling pressure, too, of this incubus, the department is forced to continual efforts to ameliorate its condition, which must often result in curtailments to be deplored, because they deprive the public of mail accommodations for which they have fully paid, and which they are, therefore, entitled to enjoy.

Another potent reason for the abolition of the franking privilege, as now exercised, is found in the abuses which seem to be inseparable from its existence. These abuses, though constantly exposed and animadverted upon for a series of years, have as constantly increased. It has been often stated by my predecessors, and is a matter of public notoriety, that immense masses of packages are transported under the government frank, which neither the letter nor spirit of the statute creating the franking privilege would justify; that a large number of

letters, documents, and packages are thus conveyed, covered by the frank of officials, written in violation of law, not by themselves, but by some real or pretended agent; while whole sacks of similar matter, which have never been handled nor seen even by government functionaries, are transported under franks which have been forged. The extreme difficulty of detecting such forgeries has greatly multiplied this class of offenses, whilst their prevalence has so deadened the public sentiment in reference to them that a conviction, however ample the proof, is scarcely possible to be obtained. The statute of 1825, denouncing the counterfeiting of an official frank under a heavy penalty, is practically inoperative. I refer you to the case reported at length by the United States attorney for this District, as strikingly illustrating this vitiated public opinion, reflected from the jury box. The proof was complete, and the case unredeemed by a single palliation, and yet the offender was discharged unrebuked, to resume, if it should please him, his guilty task. This verdict of acquittal is understood to have been rendered on two grounds: first, that the accused said he did not commit the offense "to avoid the payment of the postages," and second, that the offense had become so prevalent that it is no longer proper to punish it. These are startling propositions, whether regarded in their legal, moral, or logical aspects. They announce that to render the violation of a statute legal, it is only necessary to render it general; and that the counterfeiter of the frank of a member of Congress, in order to shield himself from punishment, has only, when arrested, to declare that he committed the infamous crime from no hope of pecuniary gain; thus reversing that axiomatic principle of philosophy and law, which teaches that a rational agent shall be held to contemplate and design those results which necessarily follow from his conduct. If such language as this, coming up from the criminal courts of the country, does not arouse Congress to the necessity of promptly reforming this already great and rapidly growing evil, then it is to be feared that nothing can do so. The franking privilege has thus become an active instrument of public demoralization. When a crime is committed under the influence of strong temptation, a large measure of integrity may remain with the offender; but where an offense like this, essentially mercenary in its spirit and creepingly clandestine in its perpetration, is committed for the gain of a few cents, and when such offense becomes widespread in its prevalence, it evidences a condition of the public morals which cannot be contemplated without profound sorrow and the liveliest apprehensions. Did no other reason exist than these abuses and the disastrous consequences to which they lead, Congress would be fully justified in abolishing the franking privilege.

Of the substitutes which have been proposed, that of prepayment by stamps, as recommended by my predecessor, is probably to be preferred. It would harmonize with the existing system, and, being eminently just, simple, and practicable, it could be put into immediate operation without the slightest embarrassment. That a part of the abuses enumerated might still prevail, is not denied, but their consequences would fall, as they should, on the government by whose offi-

cials they were perpetrated, instead of this department, as they do at present.

While the franking privilege was enjoyed by the British Parliament, it was limited in its exercise, by the assignment of a given number of franks to each member per day; and the adjustment of this question by Congress would present a favorable moment for considering whether the public interests do not require that some similar restriction should be imposed upon the unlimited license that now prevails.

But the restoration of the department to its original independence cannot be accomplished without the adoption of another measure of justice—that of charging on the public treasury all

ROUTES NOT STRICTLY POSTAL.

The revenues of the department constitute a special trust fund, of which the treasury is the custodian, and the government of the United States the responsible trustee. This fund belongs to those by whom it has been contributed, and stands pledged to meet the wants of the postal service. The government, as such, has no interest in it, but has simply charged itself with the duty of faithfully administering it. There could be no more distinct and emphatic declaration of the position asserted than is found in the act of 1836. The government there fully recognizes and announces its relation to the postal fund; and, in view of this recognition, any appropriation, in whole or in part, of the revenues of the department to purposes not strictly postal, is as flagrant a breach of trust as would be the application of the Smithsonian fund to the improvement of a river or harbor. It is well known, however, that for a series of years the government has been occupied in advancing certain great national objects in the direction of our Pacific possessions, the entire burden of which has been imposed upon this department, though its connection with these objects is exceedingly slight and only incidental. The subjoined table—a portion of which has already been presented in another connection—will exhibit the cost and products of a few of the post routes in that region, which have been established and put into operation by authority of law, and will make manifest the deplorable extent to which the postal fund has been diverted from its legitimate purposes. To avoid fractions, the *annual rate* is given for the year closing June 30, 1859.

	Cost.	Receipts.	Loss to the department.
Semi-weekly mail from St. Louis and Memphis, via El Paso, to San Francisco	$600,000 00	$27,229 94	$572,770 06
Weekly mail from St. Joseph, Mo., to Salt Lake City	190,000 00	4,210 00	185,790 00
Monthly mail from Neosho, Mo., to Albuquerque	17,000 00	320 00	16,680 00
Monthly mail from Kansas, Mo., to Stockton, California	79,999 00	1,255 00	78,744 00
Weekly mail from San Antonio, Texas, to San Diego, Cal	196,448 03	601 00	195,847 00
Weekly mail from Salt Lake City to Placerville	130,000 00	1,202 03	128,797 97

This table presents results which are truly startling. The $600,000 paid annually for carrying a few sacks of letters from the valley of the

Mississippi to San Francisco, via El Paso, through a waste and uninhabited country, would defray the aggregate cost of mail transportation, including route agents, local agents, and messengers in the States of Kentucky, Tennessee, and North Carolina. The post office at Salt Lake City yields a revenue of but $700, and yet to connect that office with the valley of the Mississippi and the Pacific, this department expended during the past year $320,000. It will be observed that the annual loss from the six routes mentioned above is $1,178,629 05. The ocean mail service to California, heretofore on the treasury, except the cost of transit on the Panama railroad, is now a charge on the department, and under the present advantageous contract, will result in a loss during the current year of at least $51,027 31. This, added to the $1,178,629 03 will exhibit a total loss for these seven routes of $1,229,656 34—a sum sufficient to pay the entire expense of transporting the mails and the salaries of route and local agents and messengers in the States of Maryland, Pennsylvania, and New York. It would improve the postal facilities in all our cities, towns, and populated districts, giving daily mails to those who are entitled to them, but who now have but a tri-weekly service, and tri-weekly to those who have but weekly accommodations. The power of steam and the electric telegraph have awakened in the most remote districts and in the most tranquil villages an energy and restlessness of social and commercial life known in other years only amid the great commercial emporiums of the world. As a consequence, daily mails are rapidly becoming a universal necessity, and are now insisted on as a right by the smallest communities. Hence, it has been impossible to make the slightest curtailments without provoking remonstrance and rebuke. But in presence of the statistics which have been presented, when the public complain that the postal service is not equal to the activity of their business and social relations, they should make such complaints heard, not here, but in the halls of Congress. They should appeal to their representatives to restore to this department its revenues which are now squandered in the wilderness; and when this shall have been done, and the other measures of justice and reform herein recommended shall have been adopted, then, by the practice of a severe economy, every reasonable demand upon the service can be met.

A comparison of the expenses and products of the routes named leaves no room for doubt that the postal communication which they afford is not looked to by the government as an end, but as an instrument for the advancement of ulterior objects. Indeed, it has not been concealed, but openly avowed by the friends of the policy which maintained these routes, that they were intended as the pioneers of civilization, as the means of rapid and regular communication between remote military posts and the government, and most especially as an instrumentality for promoting the settlement of our frontiers, and thus appreciating the value of the national domain. That these and kindred objects, which may have been contemplated by the authors of this policy, are fully within the range of action which a great and enlightened government may prescribe for itself, will not be denied. But such objects are national, and not at all postal in their character; and being intended, as they are, to advance the interests of the entire

body politic, the expenditures which they involve should be met from the common treasury. The postal service does not lead, but follows population; and the devotion, directly or indirectly, in aid of schemes of colonization, of those revenues which are consecrated and set apart for the maintenance and expansion of mail accommodations, is a manifest breach of one of the most solemn obligations with which the government has charged itself. It would be easy to distinguish the routes falling within this category of non-postal; and were there establishment and regulation by Congress accompanied by a provision that, after the application of the revenue arising from them to their support, the balance due the contractors and other agencies should be defrayed from the treasury, complete justice would be done to the department, and the government would have fully discharged one of the highest responsibilities which rests upon it as trustee of the postal fund.

Not to pursue the subject further, in view of what has been done and proposed, the financial status of the department would be as follows:

Deficit for the year ending June 30, 1859	$6,996,009 26

Contra.

Annual retrenchment from curtailments already made, less $287,250 of the $637,250 saved on renewal of contract for ocean service to California, which $287,250 having been payable out of the treasury, the gain inures to it, instead of to the postal revenues	$1,539,221 00
Revenue from government postages, on abolition of franking privilege, estimated at	1,800,000 00
Reduction of cost of railroad transportation	1,084,558 00
Payment by government on routes non-postal	1,229,756 36
	5,553,535 36

This aggregate of $5,653,535 36, deducted from the deficiency on 30th June, leaves a deficit of $1,342,473 90, which the gradual increase of receipts and the curtailments still practicable would overcome in a few years, and the department be thus restored to complete independence.

There are those who propose, as a substitute for these just and salutory reforms, an increase of the existing rates of postage. To this, I am well persuaded, the popular judgment is decidedly opposed, and this opposition rests mainly upon the conviction that if the Post Office Department were justly dealt by, it could and would sustain itself without any change in the prevailing rates. This conviction I fully share, and believe that until the experiment of rendering it self-supporting by the measures which have been discussed thall have been made, it would be unwise and unjust to impose any additional burdens on the correspondence of the country. If that experiment, upon

being tried, shall fail to restore the department to independence—which cannot be anticipated—then an enlightened and liberal people will not hesitate to authorize any augmentation of the rates which may be required, but not until then.

This department cannot much longer occupy its present equivocal position. If not allowed to return to the principles on which it was conducted in its earlier and better days—the days alike of its independence, its efficiency, and its renown—borne down by the pressure of the existing course of legislation, it must ultimately become an established burden on the national revenues. The first step which would probably follow thereafter would be for Congress, in creating and adjusting the principal post routes, to declare what should be the compensation of the contractors. This would open an almost illimitable field for mercenary intrigue and spoliation. An approach to the inauguration of this system has already been made, and the results are before the country. Since 1853, Congress has interposed and made extra allowances to contractors amounting to $649,161 22 beyond what the department regarded them as entitled to receive under their contracts, and beyond what it was believed the postal service demanded or justified. It has also fixed the compensation for the semi-weekly overland mail at $600,000 per annum, though the receipts from the route are but $27,229 94; and for the transportation of the California mails *via* the Isthmus, it paid annually $738,250, though the same service—less that from San Francisco to Astoria and San Diego—under a recent contract with the department, is now performed at the rate of $351,000 per annum, with an arrangement for its further reduction. These are fair illustrations of the fruits which naturally, if not inevitably, follow from transferring the Contract Bureau of this department to the halls of Congress. Should this step be taken, the department, being thus completely dependent and sustained by an exhaustless treasury, and having no longer the powerful motive to economy which has ever been the conservative element of its being, would be tempted to plunge deeper and deeper into schemes of extravagance and waste, until, it may be well apprehended, all the safeguards of its purity would finally disappear. With its army of postmasters and contractors, now numbering [illegible], and constantly increasing; with its vast train of other dependent instrumentalities; with its twenty millions of disbursements—for they will soon reach and surpass that sum—and with its ramifications extending to every city and village and neighborhood in the Union, it could not fail to be seized upon by ambitious hands, and wielded for political power until the very air of its being might become an atmosphere of political corruption. The gigantic system of internal improvements by the general government, which a few years since was overthrown by the voice of the American people, in the omnipresence of its complete development, could scarcely have proved a more potent instrument for exhausting the treasury and depraving the public morals.

The Post Office Department, in its ceaseless labors, pervades every channel of commerce and every theater of human enterprise, and, while visiting, as it does kindly, every fireside, [illegible] with the throbbing of almost every heart in the land. In the [illegible]

beneficence, it ministers to all climes, and creeds, and pursuits, with the same eager readiness and with equal fullness of fidelity. It is the delicate ear trump, through which alike nations and families and isolated individuals whisper their joys and their sorrows, their convictions and their sympathies, to all who listen for their coming. Naturally enough, such an institution has ever been and still is a cherished favorite with the American people. The country has constantly manifested the most intense solicitude for the preservation of its purity and the prosperity of its administration, and it cannot now be disguised that the guilty abuse of its ministrations, and the reckless waste of its hard-earned revenues, connected with the humiliations to which it has in consequence been exposed, have deeply and sadly impressed the public mind.

I have the honor to be, very respectfully, your obedient servant,

J. HOLT.

The PRESIDENT.

APPENDIX.

A.

Statement showing the curtailment in the cost of mail transportation, between the 4th of March and the 30th of September, 1859.

Sections.	States and Territories.	Amount curtailed.	Amount increased.	Total am't of curtailment in each section.	Remarks.
NEW ENGLAND	Maine	$16,854			
	New Hampshire	5,299			
	Vermont	7,210			
	Massachusetts	16,440			
	Rhode Island	937			
	Connecticut	11,334		$58,110	
NEW YORK	New York	45,125		45,125	
MIDDLE	New Jersey	7,326			
	Pennsylvania	55,614			
	Delaware	2,768			
	Maryland	14,961			
	Ohio	30,393		111,062	
SOUTHERN	Virginia	1,699			The service in this section having gone into operation on the 1st July last, the comparison is made between that of 30th June, 1859, and the service as it stood at the close of the first quarter of the current year, September 30, 1859. The mail service in these States was, also, on the 30th June, 1859, at the lowest ebb, and the curtailments made were adjusted at the lettings in April, 1859.
	North Carolina	4,885			
	South Carolina		$2,701		
	Georgia	1,990			
	Florida		2,939	2,941	
NORTHWESTERN	Michigan	7,742			
	Indiana	24,201			
	Illinois	37,706			

A—Continued.

Sections.	States and Territories.	Amount curtailed.	Amount increased.	Total am't of curtailment in each section.	Remarks.
NORTHWESTERN	Wisconsin	$44,932			
	Iowa	28,904			
	Missouri	126,600			
	Minnesota	73,709		$343,794	
SOUTHWESTERN	Kentucky	14,231			
	Tennessee	28,711			
	Alabama	24,658			
	Mississippi	29,311			
	Arkansas	20,799			
	Louisiana	75,379			
	Texas	94,621			
	California	49,122			
	Oregon		$23		One additional mile on the route from Portland to La Fayette.
	New Mexico				No change.
	Utah	50,000			
	Nebraska	1,877			
	Kansas	85,459			
	Washington	3,500		477,645	
Curtailment by discontinuance of Tehuantepec route				250,000	
Curtailment by renewal of contract for ocean service to California				387,250	
Curtailment by substitution of the Charleston, Fernandina, Cedar Keys, Key West, and Havana route, for the route from Charleston, via Key West, to Havana				49,942	
Total				1,725,869	

B.

WASHINGTON CITY, *September* 27, 1859.

SIR: In the matter of the trial of William D. Phillips, charged with counterfeiting the frank of Senator Douglas, I have the honor to submit the following report:

In July last I appeared before the grand jury of this district and informed them that Dr. Jones, the postmaster of Washington city, had placed in my hands quite a number of letters which had been deposited in the post office of said city by one William D. Phillips, and which severally bore the name of S. A. Douglas, as a frank upon the same. I also stated to the grand jury that I would send up five or six indictments, upon which I hoped they would find "true bills." Accordingly I did send six indictments, all of the same general tenor, but each charging a separate offense against Phillips for counterfeiting the frank of Senator Douglas.

The grand jury, very much to my surprise, ignored five of the bills and found only one. The "ignored" bills stood upon exactly the same state of facts as the one "found."

The trial took place on the second day of August last. The indictment was based upon the latter clause of the 28th section of the act of 1825, chapter 64, as follows:

"And if any person shall counterfeit the handwriting or frank of any person, or cause the same to be done, in order to avoid the payment of postage, each person so offending shall pay for every such offense five hundred dollars."

Four witnesses, to-wit: Mr. Tree, Judge Douglas, Dr. Jones, and Mr. Granger were examined on the part of the prosecution, and none on the part of the defense.

Mr. Tree testified that Phillips admitted to him that he had placed the letter on which the indictment was founded in the post office at Washington city; that the reason which he gave for using Judge Douglas's name was, that he was out of business, was seeking employment, and adopted that course to obtain it; that Phillips was very open and frank in his explanations respecting the matter; that he said he used the name of Judge Douglas because he thought it would give a prestige to the business of a claim agent—he being engaged therein; that the letters deposited by him were printed circulars soliciting business; and that Phillips said that he saw no impropriety in using Senator Douglas's name, inasmuch as it was a common thing to use the frank of members of Congress. Mr. Tree, on his cross-examination, stated that at some previous time other documents bearing the frank of a member of Congress had been retained in the Washington city post office, but were allowed to be subsequently sent off on payment of the postage, and that no prosecution was instituted thereon.

Senator Douglas testified that he knew Phillips; that his name on the letter was not in his handwriting; that he never authorized Phillips to use his frank; that he would gladly have allowed him the use of his name as a reference; that Phillips called upon him some time in

May preceding and told him that he had used his frank on some circulars, and that he had done so not for the purpose of saving the postage, but because he thought that his name would be of service to him; that he then informed Phillips that he did not use his own frank for private purposes, and that he would not have authorized him to use his name in that way, as he did not consider that he had the right to do so; that some of his friends thought him too rigid in his observance of the law in relation to franking; that Phillips then expressed his regret, and said he supposed that every member of Congress had the right to permit another person to use his frank, and that the conversation above detailed took place before any prosecution had been instituted, but after the circulars had been stopped at the post office.

Dr. Jones testified that he held several conversations with Phillips respecting the matter, and that in one of them Phillips said if it would not cost more than five hundred dollars to compromise the matter he thought that sum might be raised for that purpose, and that he (Dr. Jones) reported the subject to the Postmaster General, who said there could be no compromise.

Mr. Granger testified that he had a conversation with Phillips on the subject of using Judge Douglas's frank before the circular in question was deposited in the post office; that Phillips asked him if Judge Douglas would object to his using his frank; that he then informed Phillips that he thought Judge Douglas would object, as he (Judge Douglas) did not use his own frank for private purposes.

A large portion of the preceding testimony was brought out on cross-examination. The prosecution was compelled to resort to Phillips's conversations for proof.

The case was argued by the district attorney and counsel for the defense before the jury. I urged that the case was very plainly and fully made out. The defense admitted that the frank had been used without Senator Douglas's approval, but that it had been done by the defendant innocently; that his purpose was to gain the prestige of Judge Douglas's name in the west, where these circulars were intended to be sent, and not to defraud the government of postage rates; that before the jury could find the defendant guilty they must believe that he had used the frank with a view "to avoid the payment of postage;" that the law had been constantly and notoriously violated in the campaign committee-rooms and folding department of Congress, where others than members of Congress, and boys even, were employed to frank speeches and documents; that no prosecution had ever been instituted against such offenders, and that Phillips ought not to be the first person selected out of such a multitude as a victim; and, finally, that in a case in this very Washington city post office, analogous to the present, the parties were not prosecuted, but allowed, on payment of postage, to send off documents which had been stopped by the postmaster.

The district attorney replied that the only business of the jury was to determine whether the defendant had violated the law, and not whether other persons had also done so; that if the franking privilege had been abused to the extent represented, it was only an additional reason why some effort should be made to prevent the further

violation of the law; that no more proper case could arise for the vindication of the law than the present, where the proof was so clear that the defendant had used the frank for his own private purposes and personal gain, and where he had not even the excuse of a design to send out information of interest to the people at large; that if there was any prestige in Judge Douglas's name, it could be as well gained by an interior reference as by an external frank; and that, upon the whole evidence, the jury could not infer any other thing than an intent "to avoid the payment of postage," and that, too, after the defendant had been informed by a party to whom he had appealed, that Judge Douglas would not consent to the use of his frank in the manner proposed.

The jury remained in their room twenty minutes, and then, much to my astonishment, and, I think, to that of the judge, found the defendant "not guilty." In conversations with several of the jurors, I was told that their reason was twofold: first, that they were not fully satisfied that Phillips resorted to Judge Douglas's frank "in order to avoid the payment of postage;" and, secondly, that the law had been so commonly and notoriously violated that no prosecution ought to be founded upon it until, at least, express or personal notice had been given by the department that offenders, in all cases, would be proceeded against. I think somewhat the same view influenced the grand jury when they ignored five of the six indictments sent up by me for their approval. The petit jury was composed of sensible and conscientious men; and I hope I may be permitted to say that, during the entire term, the verdict in this case was the only one which, in my judgment, was erroneous and improper.

With great respect, your obedient servant,

ROBT. OULD,
United States Attorney.

Hon. POSTMASTER GENERAL *U. S.*

C.

SETTLEMENT OF FURTHER DETAILS UNDER THE POSTAL TREATY WITH GREAT BRITAIN

ADDITIONAL ARTICLES.

To the articles agreed upon between the Post Office of the United States of America and the Post Office of the United Kingdom of Great Britain and Ireland for carrying into execution the convention of December 15, 1848.

In pursuance of the power granted by Article 21 of the convention of December 15, 1848, between the United States of America and the United Kingdom of Great Britain and Ireland, to the two Post Offices to settle the matters of detail, which are to be arranged by mutual consent, for insuring the execution of the stipulations contained in the said convention, the undersigned, duly authorized for that purpose by their respective offices, have agreed upon the following articles:

ARTICLE I. There shall be established, on the part of the United States, a new office of exchange at Portland, for the exchange of United States and European mails with the British offices of Liverpool and London, by means of United States, British, or Canadian mail packets plying between Liverpool and Portland.

ARTICLE II. The offices of Boston, New York, and Philadelphia may exchange mails with the offices of London and Liverpool, respectively, by way of Portland, in the same manner as mails are now being exchanged by United States and British packets plying between New York and Liverpool and Boston and Liverpool.

ARTICLE III. The mails forwarded from the office of Portland to the office of Liverpool shall comprise the correspondence for all parts of the United Kingdom, with the exception of the city of London and its suburbs.

The mails for London shall comprise all the correspondence for that city and its suburbs, and for countries in transit through the United Kingdom.

ARTICLE IV. Reciprocally, the mails forwarded from the offices of London and Liverpool to Portland shall comprise all the correspondence for the United States, excepting the cities of Boston, New York, and Philadelphia.

The mails forwarded from the offices of London and Liverpool to Boston, New York, or Philadelphia, shall comprise all the correspondence destined for each of those cities respectively.

ARTICLE V. The present articles shall be considered as additional to those agreed upon between the two offices for carrying into execution the convention of December 15, 1848, signed at Washington on the 14th May, 1849.

Done in duplicate, and signed at London on the third of February, one thousand eight hundred and fifty-nine, and at Washington on the eleventh day of January, one thousand eight hundred and fifty-nine.

HORATIO KING.
HOWLAND HILL.

Approved: AARON V. BROWN.
COLCHESTER.

United States mail service abroad for the year ended June 30, 1859.

Routes.	No. of trips.	Contractors.	Compensation.	Remarks.
Between New York, New Orleans, Havana, and Aspinwall.	24	M. O. Roberts and others, assignees of A. G. Sloo.	$290,000 00	* Under contract with Secretary of Navy.
Between Panama, San Francisco, and Astoria....	24	Pacific Mail Steamship Company, Wm. H. Davidge, president.	348,250 00	* Under contract with Secretary of Navy and Postmaster General.
Between Aspinwall and Panama, New Granada, by railroad.	24	Panama Railroad Company.....	100,000 00	Under contract with the Postmaster General.
Between New Orleans and San Francisco, *via* Isthmus of Tehuantepec.	16	Louisiana Tehuantepec Company	161,684 79	† Under contract with the Postmaster General.
Between New York, Southampton, and Havre...	12	Not under contract.....	94,977 44	Mails transported by New York and Havre Steamship Company for the United States sea and inland postages, under act of June 14, 1858.
Between New York, Southampton, and Havre...	14	Not under contract.....	104,283 65	Mails transported by Cornelius Vanderbilt for the United States postages, (sea and inland,) under act of June 14, 1858.
Between New York and Liverpool.....	16½	Not under contract.....	88,984 05	Mails transported by the Liverpool, New York, and Philadelphia Steamship Company, (foreign,) at the sea postages, under act of June 14, 1858.
Between New York and Southampton.....	5	Not under contract.....	19,244 37	Mails transported by the Bremen mail packets of North German Lloyd Company, (foreign,) at the sea postages, &c.
Between New York and Liverpool.....	½	Not under contract.....	2,599 41	Mails transported by E. Cunard, in British mail steamers, at sea postages, under act of June 14, 1858.
Between Portland and Liverpool.....	4½	Not under contract.....	14,521 70	Mails transported by Canadian mail packets at sea postages under act of June 14, 1858.
Between Charleston, Savannah, Key West, and Havana, Cuba.	24	M. C. Mordecai.....	60,000 00	‡ Under contract with the Postmaster General.
Between New York, Havana, and New Orleans..	17	New York and New Orleans Steamship Company.	17,213 48	Under contract with the Postmaster General for the United States postages, under act of June 14, 1858.
Between New Orleans and Vera Cruz	14	Not under contract.....	2,810 73	Mail transported by United States steamship Tennessee, Charles Morgan, agent, for the United States postages, under act of June 14, 1858.

HORATIO KING, *First Assistant Postmaster General.*

* Contracts expired on the 30th September, 1859, and temporary contract made with Cornelius Vanderbilt for semi-monthly service in steamships between New York, New Orleans, and Aspinwall, and between Panama and San Francisco, for nine months, from October 1, 1859, to June 30, 1860, at $187,500, (equal to $250,000 per annum,) or at $225,000 for nine months, including Isthmus transit, if service is performed *via* Nicaragua route. To this $1,000 should be added as expense of mail messenger service at the termini of route.

† The contract with Louisiana Tehuantepec Company called for semi-monthly service at the rate at $250,000 per annum, connection to be made with the steamers of the Pacific Mail Steamship Company at Ventosa, and expired September 30, 1859.

‡ Contract expired on the 30th June, 1859, and mails are now transported semi-monthly *via* Fernandina, Cedar Key, and Key West, Florida, in connection with the steamboat lines between New Orleans, Cedar Key, and Key West, the compensation between Key West and Havana being the United States postages on mails conveyed.

E.

Statement of the sums paid for the year ending June 30, 1859, on the New York and Chagres and on the Astoria and Panama mail steamship line.

Lines.	Amount of 10 per cent. deduction, &c.	Amount deducted as fines.	Amount paid over.	Whole contract pay.
New York and Chagres line.....	$31,745 85	Nothing.	$258,254 15	$290,000
Astoria and Panama line.....	19,900 00	Nothing.	67,162 50	348,250

A. J. O'BANNON, *Fourth Auditor.*

TREASURY DEPARTMENT, *Fourth Auditor's Office, November* 18, 1859.

POST OFFICE DEPARTMENT,
Contract Office, December 1, 1859.

SIR: For a statement of the mail service for the contract year ended June 30, 1859, I respectfully refer you to the tables hereto annexed.

Table A exhibits the character of the service, the length of routes, the number of miles of transportation, and the cost thereof, as it stood at the close of the year.

Table B shows the number of mail routes in operation, the number of mail contractors, express agents, route agents, local agents, and mail messengers in the service of the department on the 30th of June, 1859.

On the 1st of July last the new service in the southern section, comprising the States of Virginia, North Carolina, South Carolina, Georgia, and Florida, was put in operation, the first quarter of which expired on the 30th of September, 1859.

Table C exhibits the service in this section as it stood at the close of the contract year, June 30, 1859, and at the close of the first quarter of the current year.

Table D exhibits the railroad service in said section as in operation at the close of the first quarter of the current year.

Table E exhibits the railroad service as in operation on the 30th of June, 1859; also the cost per mile in each State.

Table F exhibits the steamboat service for the current year, showing the particulars of each route.

I have the honor to be, very respectfully, your obedient servant,

WM. H. DUNDAS,
Second Assistant Postmaster General.

Hon. JOSEPH HOLT,
Postmaster General.

A.

Table of mail service for the year ending June 30, 1859, as exhibited by the state of the arrangements at the close of the year.

[The entire service and pay are set down to the State under which it is numbered, though extending into other States, instead of being divided among the States in which each portion of it lies.]

States and Territories.	Length of routes.	Annual transportation and cost.								Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Maine	4,464	3,070	25,079	1,899	46,324	.....	.....	495	48,693	612,352	840,892	.....	416,364	1,869,608	120,096
New Hampshire	1,765	724	8,961	556	8,394	60	1,450	429	37,450	244,140	224,276	31,200	389,376	888,992	56,255
Vermont	2,194	391	5,612	1,314	19,269	.....	.....	489	56,956	133,120	584,012	.....	320,268	1,037,400	81,837
Massachusetts	2,724	550	11,986	632	15,791	240	7,250	1,302	154,035	276,796	348,972	140,400	1,400,232	2,166,400	189,092
Rhode Island	362	137	2,649	88	1,500	28	800	109	14,255	65,312	44,200	17,472	126,984	253,968	19,204
Connecticut	1,963	475	10,619	483	9,136	260	10,000	745	84,248	203,164	230,620	162,240	737,100	1,333,124	114,003
New York	10,951	3,184	37,680	4,706	84,900	168	7,063	2,893	333,163	788,580	1,839,136	98,648	3,960,124	6,686,488	462,806
New Jersey	2,146	386	5,867	1,293	23,546	12	1,200	455	64,144	109,616	611,884	14,976	544,008	1,280,484	94,757
Pennsylvania	13,118	6,803	92,520	4,662	115,016	85	4,636	1,568	160,625	1,582,880	2,234,556	53,040	1,550,249	5,420,725	372,797
Delaware	539	160	2,708	294	10,695	.....	.....	85	12,037	45,760	146,016	.....	106,204	297,980	25,441
Maryland	2,943	1,661	42,254	439	15,941	.....	.....	843	*189,058	615,448	213,408	.....	1,232,276	2,061,132	247,253
Ohio	13,428	7,770	87,102	2,120	60,094	187	6,500	3,351	412,152	1,479,092	902,420	78,312	3,084,356	5,544,180	565,818
Virginia	14,582	10,282	90,004	2,087	53,834	995	45,455	1,218	189,580	1,800,074	766,509	429,798	1,019,344	4,006,725	378,872
North Carolina	9,707	6,877	50,375	1,960	50,802	338	6,851	532	83,200	968,084	750,994	83,824	501,532	2,304,434	191,228
South Carolina	6,695	4,550	43,201	348	13,776	880	1,800	917	142,393	705,253	141,414	166,400	984,146	1,997,213	201,170
Georgia	9,313	4,880	48,641	1,227	41,564	1,979	19,160	1,227	169,168	774,982	457,125	284,808	1,429,670	2,946,585	278,533
Florida	4,588	1,748	15,888	724	25,695	1,971	100,640	145	12,417	196,304	212,867	138,730	134,711	682,612	154,640
Michigan	6,951	4,308	42,375	1,056	19,794	715	5,700	872	108,491	613,028	390,988	88,860	1,029,600	2,122,476	174,360
Indiana	8,568	6,306	73,240	716	15,583	.....	.....	1,546	188,837	1,168,438	301,080	.....	1,506,294	2,975,812	277,660
Illinois	10,864	5,800	67,790	2,258	56,270	100	3,419	2,706	267,067	941,408	714,818	31,200	3,240,744	4,928,170	394,546
Wisconsin	6,903	5,275	81,001	840	11,500	60	600	728	56,650	1,116,175	183,040	21,840	706,992	2,028,047	149,751
Iowa	8,785	5,332	65,255	2,963	105,259	140	14,040	350	19,275	880,672	1,034,904	87,360	262,391	2,265,327	203,829
Missouri	15,085	9,385	103,426	4,623	430,166	659	59,750	418	49,960	1,498,818	1,620,129	242,892	378,655	3,740,494	643,302
Minnesota	5,229	3,404	52,709	1,578	37,541	247	18,400	.....	.....	458,432	298,370	154,128	.....	910,936	108,650
Kentucky	8,825	5,336	48,642	2,206	131,762	981	†66,815	302	28,616	860,330	1,073,066	385,776	316,264	3,655,466	275,835
Tennessee	8,376	6,012	59,985	1,644	72,629	21	4,200	699	110,756	1,048,268	603,234	13,104	603,237	2,267,843	247,570
Alabama	8,402	5,854	63,927	1,892	143,874	40	13,030	616	119,198	907,940	830,551	20,200	518,695	2,286,392	340,029
Mississippi	9,138	6,872	113,193	1,292	128,304	457	19,375	517	62,650	1,484,552	692,224	76,232	431,276	2,684,284	323,522
Arkansas	12,401	9,593	102,002	1,649	145,424	1,119	54,246	40	3,000	1,657,240	956,892	229,216	24,960	2,868,308	304,672
Louisiana	9,648	4,601	77,276	1,362	117,984	3,376	‡249,733	309	58,850	836,472	522,028	821,746	225,016	2,405,262	503,843

A—Continued.

States and Territories.	Length of route.	Annual transportation and cost.								Total annual transportation by mode not specified.	Total annual transportation by coach.	Total annual transportation by steamboat.	Total annual transportation by railroad.	Total annual transportation.	Total annual cost.
		Mode not specified.		In coach.		In steamboat.		By railroad.							
	Miles.	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Dollars.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Miles.*	*Dollars.*
Texas	20,417	13,918	270,062	4,095	175,618	2,322	205,430	82	3,750	2,012,100	1,716,676	352,128	59,860	4,140,764	654,860
California	7,859	1,606	28,388	4,946	675,434	1,285	‖194,500	22	3,300	149,284	1,248,023	254,640	27,456	1,679,403	901,622
Oregon	988	719	18,033	125	2,300	144	8,100	.....	.....	84,656	13,000	29,952	.....	127,608	28,433
N. Mexico Territory	427	80	872	347	16,250	.....	.....	.....	.....	8,320	36,088	.....	.....	44,408	17,122
Utah Territory	1,450	533	14,638	917	130,000	.....	.....	.....	.....	75,504	95,368	.....	.....	170,872	144,638
Nebraska Territory	1,772	1,236	25,810	536	13,795	.....	.....	.....	.....	178,920	156,832	.....	.....	335,752	39,605
Kansas Territory	5,722	2,558	30,656	3,164	110,330	.....	.....	.....	.....	368,576	411,780	.....	.....	780,356	140,986
Washington Territory	756	416	12,420	.....	.....	340	27,700	.....	.....	51,532	.....	60,840	.....	112,372	40,120
Total	260,052	151,792	1,932,846	63,041	3,134,094	19,209	1,157,843	26,010	3,243,974	27,021,658	23,448,398	4,569,962	27,268,384	82,308,402	9,468,757
Route and local agents and mail messengers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	626,174
															10,094,931

WM. H. DUNDAS, *Second Assistant Postmaster General.*

NOTES.

* The Baltimore, Wilmington, and Philadelphia railroad is under a Maryland number.
† This includes steamboat service from Louisville to Cincinnati.
‡ This includes the route from New Orleans to Mobile.
‖ This includes the route from San Francisco to Olympia, Washington Territory, and for which $122,500 is paid by the United States Treasury, under act of Congress.

B.

Number of mail routes, mail contractors, express agents, route agents, local agents, and mail messengers, at the close of the contract year ended June 30, 1859.

Sections.	Routes.	Contractors.	Express agents.	Route agents.	Local. agents.	Mail messengers.
New England	880	791	3	56	1	188
New York	839	739	11	61	3	308
Middle	1,414	1,232	17	100	11	526
Southern	1,307	1,095	.....	84	.....	97
Northwestern	2,213	1,811	.....	115	17	319
Southwestern	2,070	1,687	.....	59	10	111
Total	8,723	7,355	31	475	42	1,549

WILLIAM H. DUNDAS,
Second Assistant Postmaster General.

C.

Mail service in the States of Virginia, North Carolina, South Carolina, Georgia and Florida.

	Annual transportation.	Annual cost.
Service as in operation on September 30, 1859.		
	Miles.	
Railroad	3,830,607	$615,964
Steamboat	705,918	156,558
Coach	1,224,536	97,155
Inferior modes	5,232,934	331,824
Total	10,993,995	1,201,501
As in operation on June 30, 1859.		
Railroad	4,069,403	596,758
Steamboat	1,094,560	173,906
Coach	2,328,909	185,671
Inferior modes	4,444,697	248,108
Total	11,937,569	1,204,443
	10,993,995	1,201,501
Decrease	943,574	2,942

WILLIAM H. DUNDAS,
Second Assistant Postmaster General.

D.

SOUTHERN SECTION.

Railroad service, as in operation on the 30th of September, 1859.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	VIRGINIA.	*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
4101	Aquia Creek to Richmond	75½	.....	14	22,650 00	.....	300 00	2,000 00	310 00	24,960 00	.....	330 60	.....
4102	Richmond to Petersburg	24½	.....	14	7,350 00	.....	300 00	1,000 00	.....	8,350 00	.....	340 81	.....
4103	Petersburg to Weldon, N. C.	64	.....	14	19,200 00	.....	300 00	2,000 00	100 00	21,300 00	.....	332 81	.....
4148	Norfolk to Petersburg	81½	.....	7	8,150 00	.....	100 00	800 00	.....	8,950 00	.....	109 81	.....
4165	Portsmouth to Weldon, N. C.	80	.....	7	8,000 00	.....	100 00	1,200 00	.....	9,200 00	.....	115 00	.....
4168	Petersburg to City Point	12	.....	6	600 00	.....	50 00	.....	.....	600 00	.....	50 00	.....
4176	Hicksford to Gaston, N. C.	20	.....	3	200 00	.....	10 00	.....	.....	200 00	.....	10 00	.....
4182	Petersburg to Lynchburg	52	.....	6	19,400 00	.....	157 80	1,800 00	.....	21,200 00	.....	172 13	.....
		71	.....	7									
4183	Richmond to Danville	54	.....	14	19,550 00	.....	138 00	2,400 00	.....	21,950 00	.....	155 12	.....
		87½	.....	6									
4241	Alexandria to Gordonsville	88½	.....	7	8,850 00	.....	100 00	1,600 00	.....	10,450 00	.....	118 08	.....
	Branch, Junction to Warrenton	9	.....	7	450 00	.....	50 00	.....	.....	450 00	.....	50 00	.....
4251	Tudor Hall to Mount Jackson	86½	.....	6	4,325 00	.....	50 00	1,200 00	254 00	5,779 00	.....	66 81	.....
4381	Richmond to Selma	135	.....	7	17,466 67	.....	89 80	2,400 00	75 00	19,941 67	.....	102 53	.....
		59½	.....	(*)									
4492	Winchester to Harper's Ferry	32	.....	6	3,200 00	.....	100 00	.....	40 00	3,240 00	.....	101 25	.....
4601	Lynchburg to Goodson	205	.....	7	14,000 00	.....	200 00	3,000 00	849 00	44,849 00	.....	218 77	.....
			1,237½	.....	.....	180,391 67	.....	.....	.....	.....	201,419 67	.....	162 76
	NORTH CAROLINA.												
5001	Weldon to Wilmington	162	.....	14	48,600 00	.....	300 00	4,700 00	130 00	53,430 00	.....	329 82	.....
5012	Goldsboro' to Charlotte	223	.....	6	22,300 00	.....	100 00	3,200 00	801 00	26,301 00	.....	117 94	.....
5013	Goldsboro' to Morehead City	95	.....	6	4,750 00	.....	50 00	600 00	473 00	5,823 00	.....	61 30	.....
5073	Raleigh to Weldon	97	.....	7	9,900 00	.....	102 00	1,500 00	.....	11,400 00	.....	117 52	.....
5080	Munson to Clarksville, Va	22	.....	6	1,100 00	.....	50 00	.....	.....	1,100 00	.....	50 00	.....
5176	Salisbury to Newton	49	.....	6	2,450 00	.....	50 00	.....	79 00	2,529 00	.....	51 61	.....
			648	.....	.....	89,100 00	.....	.....	.....	.....	100,583 00	.....	155 22

	SOUTH CAROLINA.													
5601	Kingsville to Wilmington, N. C	171	.....	14	51,300 00	.....	300 00	4,000 00	522 00	55,822 00	.....	326 44	.....
5602	Kingsville to Augusta, Ga	117	.....	14	.....	.....	237 50	2,000 00	433 00	.....	.....	258 29	.....
	Kingsville to Camden	39	.....	7	51,000 00	.....	50 00	.....	150 00	54,679 00	.....	53 85	.....
	Kingsville to Columbia	27	.....	14	.....	.....	224 53	.....	.....	.....	.....	224 53	.....
	Branchville to Charleston	64	.....	28	.....	.....	237 50	1,000 00	96 00	.....	.....	254 62	.....
5609	Florence to Cheraw	40	.....	7	2,000 00	.....	50 00	800 00	400 00	3,200 00	.....	80 00	.....
5628	Charleston to Florence	103⅛	.....	14	15,543 75	.....	150 00	1,600 00	837 00	17,980 75	.....	173 52	.....
5631	Charleston to Ashepoo Ferry	36	.....	3	1,080 00	.....	30 00	.....	.....	1,080 00	.....	30 00	.....
5673	Columbia to Charlotte, N. C	110	.....	6	11,000 00	.....	100 00	2,100 00	192 00	13,292 00	.....	120 83	.....
5674	Columbia to Greenville C. H	145½	.....	6	.....	.....	100 00	2,100 00	336 00	.....	.....	116 77	.....
	Branch, Hodges to Abbeville	11⅛	.....	6	15,600 00	.....	50 00	.....	.....	18,036 09	.....	50 00	.....
	Branch, Belton to Anderson C. H	10	.....	6	.....	.....	50 00	.....	.....	.....	.....	50 00	.....
5682	Chester C. H. to Yorkville	23½	.....	6	1,400 00	.....	59 57	.....	.....	1,400 00	.....	59 57	.....
5698	Alston to Spartanburg C. H	70	.....	6	3,500 00	.....	50 00	.....	.....	3,500 00	.....	50 00	.....
5711	Newberry C. H. to Laurens C. H	31	.....	6	1,500 00	.....	48 38	.....	.....	1,500 00	.....	48 38	.....
			998⅞	.....	.....	153,923 75	.....	.....	.....	.....	170,489 75	.....	170 68
	GEORGIA.												
6001	Savannah to Macon	192	.....	7	33,600 00	.....	175 00	1,800 00	152 00	35,552 00	.....	185 16	.....
6002	Savannah to Blackshear	87⅛	.....	7	4,375 00	.....	50 00	700 00	.....	5,075 00	.....	58 00	.....
6010	Millin to Augusta	54	.....	7	9,450 00	.....	175 00	900 00	365 00	10,715 00	.....	198 42	.....
6037	Brunswick to Satilla	30¼	.....	6	1,500 00	.....	49 58	.....	278 00	1,778 00	.....	58 77	.....
6051	Macon to Columbus	102	.....	7	17,800 00	.....	175 00	1,600 00	50 00	19,500 00	.....	191 17	.....
6052	Macon to Atlanta	102	.....	7	10,200 00	.....	100 00	.....	235 00	10,435 00	.....	102 30	.....
6054	Fort Valley to Albany	79½	.....	7	11,625 00	.....	100 00	1,400 00	250 00	13,275 00	.....	114 69	.....
	Branch, Renwick to Cuthbert	37	.....	7									
6110	Barnesville to Thomaston	17.07	.....	6	853 50	.....	50 00	.....	.....	853 50	.....	50 00	.....
6128	Milledgeville to Gordon	17	.....	(†)	1,700 00	.....	100 00	.....	.....	1,700 00	.....	100 00	.....
6129	Milledgeville to Eatonton	23	.....	7	1,150 00	.....	50 00	.....	.....	1,150 00	.....	50 00	.....
6136	Augusta to Atlanta	174½	.....	14	41,443 00	.....	237 50	3,800 00	180 00	45,423 00	.....	260 30	.....
	Branch, Camak to Warrenton	3¾	.....	7	375 00	.....	100 00	.....	.....	375 00	.....	100 00	.....
6143	Double Wells to Washington	19	.....	6	950 00	.....	50 00	.....	.....	950 00	.....	50 00	.....
6144	Union Point to Athens	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6165	Atlanta to West Point	86⅛	.....	14	20,543 75	.....	237 50	1,800 00	144 00	22,487 75	.....	259 97	.....
6166	Atlanta to Chattanooga, Tenn	140	.....	7	22,750 00	.....	162 50	3,200 00	189 00	26,139 00	.....	186 70	.....
6195	Etowah to Etowah Depot	3.8	.....	14	190 00	.....	50 00	.....	.....	190 00	.....	50 00	.....
6198	Kingston to Rome	19	.....	7	1,108 00	.....	58 31	.....	.....	1,108 00	.....	58 31	.....
			1,227.62	.....	.....	181,663 25	.....	.....	.....	.....	198,706 25	.....	161 86
	FLORIDA.												
6502	Fernandina to Gainesville	98	.....	6	9,800 00	.....	100 00	800 00	.....	10,600 00	.....	108 16	.....
6556	St. Mark's to Tallahassee	21¾	.....	6	1,087 50	.....	50 00	.....	.....	1,087 50	.....	50 00	.....
			119¾	.....	.....	10,887 50	.....	.....	.....	.....	11,687 50	.....	97 60

* Six times a week four months; three times a week eight months.

† Seven times a week nine months; three times a week three months.

WILLIAM H. DUNDAS, *Second Assistant Postmaster General.*

E.

Railroad service, as in operation on the 30th of June, 1859.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	MAINE.	*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
9	Waterville to Bangor	55	.....	6	5,500 00	.....	100 00	800 00	372 00	6,672 00	.....	121 30	.....
108	Portland to Portsmouth, N. H	52	.....	12	7,837 50	.....	150 72	1,324 00	.....	9,161 50	.....	176 00	.....
109	Portland to Augusta	73	.....	12	7,300 00	.....	100 00	1,043 00	550 00	8,893 00	.....	121 80	.....
	Branch, Brunswick to Bath												
109a	Augusta to Skowhegan	39	.....	6	3,343 00	.....	85 72	557 00	156 00	4,056 00	.....	104 00	.....
110	Portland to State line, Vt	48	.....	12	16,500 00	.....	100 00	1,600 00	455 00	18,555 00	.....	112 50	.....
		117	.....	6									
111	Portland to Bar Mills	18	.....	6	800 00	.....	44 44	.....	.....	800 00	.....	44 44	.....
113	Danville Junction to Waterville	55	.....	6	5,500 00	.....	100 00	800 00	436 00	6,736 00	.....	122 47	.....
150	Leeds Junction to Farmington	38½	.....	6	1,912 50	.....	50 00	750 00	305 00	2,967 50	.....	77 58	.....
			495½	.....	.....	48,693 00	.....	.....	.....	.....	57,841 00	.....	116 79
	NEW HAMPSHIRE.												
251	Concord to Lowell, Mass	50	.....	12	7,500 00	.....	150 00	653 00	530 00	8,683 00	.....	171 61	.....
252	Concord to Portsmouth	48	.....	12	2,650 00	.....	55 00	.....	.....	2,650 00	.....	55 00	.....
253	Concord to Wells River, Vt	95	.....	6	10,000 00	.....	105 26	1,352 00	.....	11,352 00	.....	119 50	.....
254	Concord to White River Junction	69	.....	6	8,500 00	.....	103 65	901 00	.....	9,401 00	.....	114 64	.....
	Branch, Franklin to Bristol	13	.....	6									
255	Concord to Bradford	26	.....	6	1,500 00	.....	57 50	220 00	.....	1,720 00	.....	66 00	.....
261	Contoocook Village to Hillsboro' Bridge	15	.....	6	750 00	.....	50 00	244 00	.....	994 00	.....	66 00	.....
264	Manchester to Henniker	28	.....	6	1,500 00	.....	53 64	456 00	91 00	2,047 00	.....	73 00	.....
274	Nashua to Wilton	16	.....	6	900 00	.....	56 25	.....	.....	900 00	.....	56 25	.....
304	Dover to Alton Bay	28	.....	12	2,100 00	.....	75 00	.....	86 00	2,186 00	.....	78 00	.....
305	Great Falls to Union	20	.....	6	1,000 00	.....	50 00	.....	.....	1,000 00	.....	50 00	.....
398	Littleton to Wells river, Vt	21	.....	6	1,050 00	.....	50 00	248 00	.....	1,298 00	.....	61 33	.....
			429	.....	.....	37,450 00	.....	.....	.....	.....	42,341 00	.....	98 44
	VERMONT.												
410	Burlington to Rouse's Point	54½	.....	6	6,843 75	.....	125 00	800 00	694 00	8,337 75	.....	152 00	.....
445	White River Junction to Barton	91	.....	6	8,350 00	.....	91 75	1,900 00	773 00	11,023 00	.....	121 00	.....
452	Windsor to Burlington	117½	.....	6	14,687 50	.....	125 00	1,398 00	603 00	16,508 50	.....	141 26	.....

465	Rutland to North Bennington	52		6	5,200 00		100 00	700 00	532 00	6,682 00		117 72	
	Branch to Bennington	5		6	250 00		50 00						
471	Bellows Falls to Windsor	25		6	3,125 00		125 00	517 00	150 00	3,792 00		151 70	
472	Bellows Falls to Burlington	120		6	15,500 00		129 17	1,635 00		17,135 00		143 00	
477	Brattleboro' to Bellows Falls	24		6	3,000 00		125 00	445 00	236 00	3,681 00		153 37	
			482½			56,956 25					67,249 25		137 45
	MASSACHUSETTS.												
601	Boston to Portsmouth, N. H.	54		12	8,394 00		154 00	1,376 00	25 00	9,725 00		180 00	
602	Boston to South Berwick Junction	75		12	10,525 00		135 00	2,400 00	216 00	13,141 00		165 00	
	Branch, Rollinsford to Great Falls	3		6									
603	Boston to Lowell	27		18	4,050 00		150 00	340 00		4,390 00		162 00	
604	Boston to Fitchburg	52		12	8,000 00		153 86	694 00	515 00	9,209 00		177 00	
605	Boston to Worcester	45		18	12,375 00		275 00	532 00	1,800 00	14,707 00		327 00	
606	Boston to Dover	18		6	930 00		50 00		25 00	925 00		51 40	
607	Boston to Blackstone	35		6	2,425 00		69 00			2,425 00		69 00	
608	Boston to Providence, R. I.	46		18	6,900 00		150 00	1,600 00	60 00	8,560 00		186 00	
609	Boston to Plymouth	37½		12	5,400 00		144 00	117 00		5,517 00		147 00	
610	Boston to Medford	5½		6	275 00		50 00			275 00		50 00	
615	Boston to Mattapan	8¼		6	364 00		42 00			364 00		42 00	
616	Salem to Lowell	24		6	1,200 00		50 00			1,200 00		50 00	
617	Salem to Gloucester	16		12	800 00		50 00			800 00		50 00	
618	Salem to Marblehead	4		6	200 00		50 00			200 00		50 00	
619	Salem to Danvers	5½		12	275 00		50 00			275 00		50 00	
620	Salem to Lawrence	20		6	800 00		40 00			800 00		50 00	
626	Lawrence to Manchester	28		12	2,800 00		100 00	380 00	315 00	3,495 00		125 00	
628	Lowell to Lawrence	14		12	1,050 00		75 00			1,050 00		75 00	
630	Winchester to Woburn	3		6	150 00		50 00			150 00		50 00	
631	Porter's to Lexington	8		6	400 00		50 00			400 00		50 00	
633	Railroad Depot to Watertown	4		6	200 00		50 00			200 00		50 00	
635	South Acton Depot to Feltonville	9		6	500 00		55 55			500 00		55 55	
636	Groton Junction to Lowell	17		6	900 00		53 00			900 00		53 00	
637	Groton Junction to Mason Village	23		6	1,400 00		61 00		95 00	1,495 00		65 00	
638	Auburndale Station to Newton Lower Falls	2		6	100 00		50 00			100 00		50 00	
639	Natic to Saxonville	4		6	200 00		50 00			200 00		50 00	
640	South Framingham to Northboro'	15		6	750 00		50 00			750 00		50 00	
641	South Framingham to Milford	12		6	600 00		50 00			600 00		50 00	
644	Grafton Depot to Millbury	5		6	250 00		50 00			250 00		50 00	
647	Boston to Dedham	11		6	550 00		50 00			550 00		50 00	
648	North Wrentham to Medway	4		6	200 00		50 00			200 00		50 00	
656	South Braintree Junction to Fall River	42		12	5,100 00		121 43	224 00		5,324 00		126 76	
656½	South Abington to Bridgewater	8		6	250 00		31 00			250 00		31 00	
657	Braintree Depot to Cohassett	12		12	900 00		75 00			900 00		75 00	
663	Middleboro' to Hyannis	47		12	5,500 00		117 00	459 00		5,959 00		127 00	
673	New Bedford to West Wareham	16¼		12	1,700 00		106 25			1,700 00		106 25	
776	Taunton to Middleboro'	9½		6	712 50		75 00			712 50		75 00	
677	Taunton to Mansfield Junction	12		19	1,200 00		100 00		112 00	1,312 00		109 30	
678	Taunton to New Bedford	21		19	2,400 00		114 30			2,400 00		114 30	
684	Hebronville to Seekonk	8		6	400 00		50 00			400 00		50 00	
685	Worcester to Nashua	46½		6	4,625 00		100 00	600 00	465 00	5,690 00		123 00	
686	Worcester to Albany	158		12	33,150 00		209 81	1,868 00	1,261 00	36,279 00		229 61	
689	Sterling Junction to Fitchburg	14		6	1,050 00		78 00			1,050 00		78 00	

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail-messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
690	Fitchburg to Bellows Falls	64	.....	6	7,500 00	.....	117 20	871 00	.....	8,371 00	.....	131 00	.....
691	Fitchburg to Brattleboro', Vt	78	.....	6	6,000 00	.....	77 00	700 00	452 00	7,152 00	.....	91 66	.....
696	Palmer to Amherst	20	.....	6	1,060 00	.....	53 00	.....	.....	1,060 00	.....	53 00	.....
702	Springfield to Keene, N. H.	50	.....	12	7,450 00	.....	50 00	911 00	455 00	8,816 00	.....	119 00	.....
		24	.....	6									
703	Springfield to Chicopee Falls	6	.....	12	300 00	.....	50 00	.....	.....	300 00	.....	50 00	.....
720	Pittsfield to North Adams	21	.....	6	1,575 00	.....	75 00	.....	.....	1,575 00	.....	75 00	.....
727	Boston to West Lynn Depot	10	.....	12	300 00	.....	30 00	.....	.....	300 00	.....	30 00	.....
			1,302	.....	.....	154,035 50	.....	.....	.....	.....	172,903 50	.....	132 79
	RHODE ISLAND.												
801	Providence to Worcester, Mass	44	.....	12	5,900 00	.....	100 00	600 00	.....	6,500 00	.....	147 72	.....
802	Providence to Stonington, Ct	50	.....	12	7,500 00	.....	150 00	900 00	375 00	8,675 00	.....	175 50	.....
803	Providence to Bristol	15¼	.....	6	855 00	.....	55 16	.....	.....	855 00	.....	55 16	.....
			109¼	.....	.....	14,255 00	.....	.....	.....	.....	16,030 00	.....	146 39
	CONNECTICUT.												
925	Allyn's Point to Worcester, Mass	7	.....	6	6,600 09	.....	100 00	600 00	186 00	7,383 00	.....	112 00	.....
		59	.....	12									
927	New London to Palmer, Mass	30	.....	12	5,000 00	.....	75 75	600 00	1,000 00	6,600 00	.....	100 00	.....
		36	.....	6									
934	Middletown to Berlin Depot	11	.....	12	825 00	.....	75 00	.....	80 00	905 00	.....	82 00	.....
939	New Haven to New London	50	.....	12	5,000 00	.....	100 00	600 00	580 00	6,180 00	.....	123 60	.....
940	New Haven to Springfield, Mass	64	.....	12	17,600 00	.....	275 00	1,044 00	1,320 00	19,964 00	.....	312 00	.....
941	New Haven to Northampton	76	.....	12	6,262 00	.....	75 00	700 00	481 00	7,443 00	.....	89 00	.....
	Branch to Collinsville	7	.....	6									
942	New Haven to New York	76	.....	12	20,800 00	.....	275 00	2,200 00	927 00	23,927 00	.....	314 82	.....
944	Bridgeport to Winchester	62	.....	12	4,650 00	.....	75 00	700 00	520 00	5,870 00	.....	94 67	.....
945	Bridgeport to Pittsfield, Mass	110	.....	6	7,186 00	.....	59 40	1,400 00	320 00	8,906 00	.....	73 60	.....
	Branch, Vandusenville to State Line	11	.....	6									
947	South Norwalk to Danbury	23¼	.....	6	1,725 00	.....	73 40	.....	180 00	1,905 00	.....	81 09	.....

957	Waterbury to Providence, R. I	122¼		6	8,500 00		69 22	2,000 00	306 00	10,806 00		88 00		
			745¼			84,248 00					99,892 00		134 00	
	NEW YORK.													
1001	New York to Dunkirk*	460		19	92,000 00		200 00	17,300 00	8,078 00	117,378 00		255 00		
1002	New York to Albany	144		19	32,400 00		225 00	4,500 00	7,667 00	44,567 00		309 42		
1003	New York to Chatham Four Corners	130½		6	5,593 00		42 86	1,400 00	1,872 00	8,865 00		67 93		
1007	Brooklyn to Greenport	65		12	8,225 00		83 93	1,400 00	1,542 00	11,167 00		113 95		
		33		6										
1026	Sufferns to Piermont	18		6	772 00		42 86		98 00	870 00		48 33		
1032	Newburg to Chester	19		6	814 00		42 86		77 00	891 00		46 89		
1064	Hudson to West Stockbridge, Mass	35		6	1,750 00		50 00		20 00	1,770 00		50 57		
1073	Albany to Buffalo†	298		25	51,600 00		200 00	6,300 00	4,677 00	62,577 00		209 99		
1074	Albany to Troy	7		13	1,050 00		150 00			1,050 00		150 00		
1075	Albany to Eagle Bridge	33		12	2,829 00		85 42	758 00	359 00	3,946 00		119 58		
1082	Troy to North Bennington, Vt	32¼		12	3,250 00		100 00	545 00	534 00	4,329 00		133 20		
1083	Troy to Schenectady	22		12	1,650 00		75 00		75 00	1,725 00		78 41		
1084	Troy to Saratoga Springs	32.81		12	3,281 00		100 00	521 00	210 00	4,012 00		122 56		
1091	Eagle Bridge to Rutland, Vt	62¼		12	6,250 00		100 00	842 00	188 00	7,280 00		116 48		
1099	Saratoga Springs to Castleton, Vt	54		12	5,400 00		100 00	879 00	288 00	6,567 00		121 61		
1122	Plattsburg to Canada Line	23		6	986 00		42 86		177 00	1,163 00		50 56		
1123	Rouse's Point to Ogdensburg‡	119		12	9,700 00		81 51	1,400 00	152 00	11,252 00		94 57		
1146	Watertown to North Potsdam‖	76		6	3,800 00		50 00	1,600 60	523 00	5,923 00		77 93		
1153	Sackett's Harbor to Pierrepont Manor	18¼		6	792 00		42 86		385 00	1,177 00		63 62		
1164	Schenectady to Ballston	16		6	800 00		50 00		150 00	950 00		59 38		
1200	Utica to Boonville§	35		12	2,625 00		75 00		359 00	2,984 00		85 25		
1210	Rome to Cape Vincent	73		12	8,329 00		85 86	1,600 00	1,028 00	10,957 00		112 96		
		24		6										
1228	Syracuse to Rochester	104		12	20,800 00		200 00	800 00	1,474 00	23,074 00		221 97		
1229	Syracuse to Oswego	35½		12	3,043 00		85 72		420 00	3,463 00		97 51		
1230	Syracuse to Binghampton	80		6	3,429 00		42 86	700 00	823 00	4,952 00		61 90		
1269	Canandaigua to Elmira	68½		12	5,137 50		75 00	820 00	567 00	6,524 00				
1270	Canandaigua to Niagara Falls	50		12	6,100 00		62 89	1,380 00	614 00	8,094 00		83 44		
		47		6										
1275	Rochester to Niagara Falls	76		12	11,400 00		150 00	1,600 00	1,907 00	14,907 00		196 14		
1278	Rochester to Avon	18		6	772 00		42 86		258 00	1,030 00		57 22		
1300	Batavia to Attica	11		6	550 00		50 00		100 00	650 00		59 09		
1312	Buffalo to Lockport	22		12	1,100 00		50 00			1,100 00		50 00		
1313	Buffalo to Lewiston	29		12	1,450 00		50 00		110 00	1,560 00		53 79		
1314	Buffalo to Hornellsville¶	91		12	6,825 00		75 00	800 00	32 00	7,657 00		84 14		
1315	Buffalo to State Line	69		19	13,800 00		200 00	2,700 00	1,241 00	17,741 00		257 11		
1369	Corning to Batavia	100		6	4,286 00		42 86	2,400 00	921 00	7,607 00		76 07		
1375	Owego to Ithaca	33		12	1,415 00		42 86	700 00	198 00	2,313 00		70 09		
1459	Suspension Bridge to Detroit, Michigan	229		6	9,160 00		40 00			9,160 00		40 00		
			2,893.81			333,163 50					421,232 50		148 32	

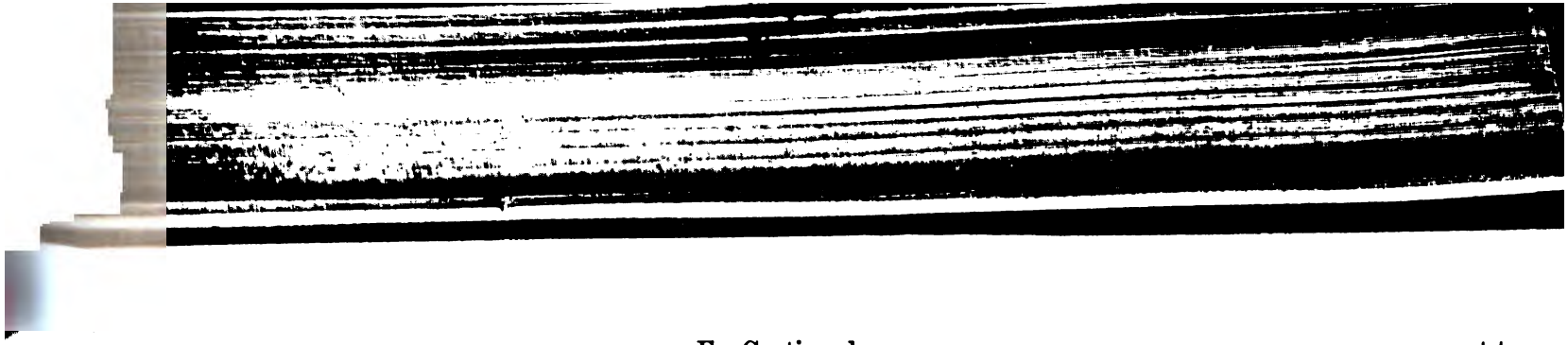
* A portion of this route agency service belongs to Ohio routes.
† On 80 miles of this route the pay is only $100 a mile.
‡ $775 of the contract pay is for mail messenger service.
‖ $1,900 additional per annum is allowed for that portion of the year in which 12-times-a-week service is performed.
§ Only $50 a mile is allowed when service is six times a week.
¶ Contractor furnishes mail messenger supply to intermediate offices.

E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	NEW JERSEY.	*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
2801	New York to New Brunswick	36	.....	19	13,500 00	.....	375 00	1,200 00	1,775 00	*16,475 00	.....	457 63	.....
2802	New York to Easton	64	.....	12	6,400 00	.....	100 00	700 00	1,487 00	8,587 00	.....	134 17	.....
2803	New York to Hackettstown	63	.....	12	6,300 00	.....	100 00	800 00	1,388 00	8,488 00	.....	134 73	.....
2818	New Brunswick to Philadelphia, Pa.	54	.....	19	20,250 00	.....	375 00	1,800 00	2,292 00	†24,342 00	.....	450 77	.....
2838	Waterloo to Newton	11	.....	12	550 00	.....	50 00	.....	50 00	600 00	.....	54 54	.....
2848	Jamesburg to Freehold	11	.....	6	572 00	.....	52 00	.....	.....	572 00	.....	52 00	.....
2857	Trenton to Belvidere	64	.....	12	3,850 00	.....	50 00	900 00	841 00	5,591 00	.....	71 31	.....
	Branch to Flemington	13	.....	6									
2874	Philadelphia, Pa., to South Amboy, N. J.	72	.....	7	9,800 00	.....	136 16	.....	366 00	10,166 00	.....	141 19	.....
2884	Camden to Atlantic City	60	.....	6	2,572 00	.....	42 86	.....	532 00	3,104 00	.....	51 72	.....
2888	Burlington to Mount Holly	7	.....	12	350 00	.....	50 00	.....	.....	350 00	.....	50 00	.....
			455	.....	.....	64,144 00	.....	.....	.....	.....	78,275 00	.....	171 99
	PENNSYLVANIA.												
3001	Philadelphia to Columbia	70	.....	14	14,000 00	.....	200 00	1,177 00	2,236 00	17,413 00	.....	248 75	.....
	Branch, Lancaster to Columbia	13½	.....	6	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
3002	Philadelphia to Pottsville	97	.....	12	14,218 00	.....	146 58	1,600 00	3,927 00	19,745 00	.....	203 55	.....
3012	Philadelphia to Darby	8	.....	6	400 00	.....	50 00	.....	.....	400 00	.....	50 00	.....
3029	Lancaster to Harrisburg	37½	.....	14	7,525 00	.....	200 00	623 00	170 00	8,318 00	.....	221 07	.....
3039	Columbia to Middletown	19	.....	6	815 00	.....	42 90	.....	470 00	1,285 00	.....	67 63	.....
3046	Reading to Harrisburg	54	.....	6	5,400 00	.....	100 00	700 00	837 00	6,937 00	.....	128 46	.....
3055	Port Clinton to Williamsport	119	.....	12	11,900 00	.....	100 00	1,275 00	2,677 50	15,852 50	.....	133 21	.....
3057	Schuylkill Haven to Tremont	12	.....	6	550 00	.....	45 83	.....	.....	550 00	.....	45 83	.....
3103	Sunbury to Mount Carmel	28	.....	6	1,400 00	.....	50 00	.....	.....	1,400 00	.....	50 00	.....
3109	Easton to Mauch Chunk	46	.....	6	2,300 00	.....	50 00	700 00	1,495 00	4,495 00	.....	97 71	.....
3109a	Mauch Chunk to Jeansville	23	.....	6	1,150 00	.....	50 00	400 00	.....	1,550 00	.....	67 39	.....
3158	Great Bend to New Hampton	133	.....	6	7,980 00	.....	60 00	1,400 00	2,067 00	11,447 00	.....	86 06	.....
3196	Harrisburg to Auburn	59	.....	6	1,770 00	.....	30 00	.....	78 00	1,848 00	.....	31 32	.....
3200	Harrisburg to Chambersburg	52	.....	12	5,200 00	.....	100 00	700 00	198 00	6,098 00	.....	117 26	.....
3201	Harrisburg to Pittsburg	250	.....	14	50,000 00	.....	200 00	3,600 00	4,518 50				
	Branch to Hollidaysburg	10	.....	7	500 00	.....	50 00	.....	.....	} 59,618 50	.....	212 92	.....
	Branch to Indiana	20	.....	7	1,000 00	.....	50 00	.....	.....				
	Harrisburg to Gettysburg	30½	.....	12	1,512 56	.....	50 00	.....	.....				
3219	Branch, Hanover to Littlestown	8	.....	6	400 00	.....	50 00	}	35 00	1,947 56	.....	50 91	.....

3260	Williamsport to Elmyra	77		12	7,700 00		100 00	925 00	326 00	8,551 00		114 94		
3273	Blossburg to Corning	40		6	2,000 00		50 00	700 00	264 00	2,964 00		74 10		
3300	Huntingdon to Hopewell	34		6	1,700 00		50 00	150 00	32 00	1,882 00		55 35		
3410	Pittsburg to Kittaning	43		6	3,150 00		73 25	700 00	52 00	3,902 00		90 74		
3414a	Washington to Wheeling, Va	32¼		6	3,234 00		100 00	400 00		3,634 00		111 81		
3448	Northville to Erie	20		14	4,000 00		200 00		247 00	4,247 00		212 35		
3480	Strasburg to Lemon Place	4		6	172 00		43 00			172 00		43 00		
3485	Scranton to Rupert	58.1		6	2,905 00		50 00	600 00	624 00	4,129 00		71 06		
3510	Philadelphia to Easton	54.19		6	2,756 00		42 86		180 00	2,938 00		45 69		
	Branch to Doylestown	10.11		6										
3511	Pittsburg to Connellsville	60		6	2,400 00		40 00	700 00	425 00	3,525 00		58 78		
3515	Port Treverton to Treverton	15		6	450 00		30 00		200 00	650 00		43 33		
3567	Philadelphia to West Chester	29¼		12	1,463 00		50 00	600 00	550 00	2,613 00		89 33		
			1,567.60			160,625 56					199,084 56			117 45
	DELAWARE.													
3818	Wilmington to Seaford	85.1	85.1	12	‡12,037 50	12,037 50	141 45	1,400 00	3,185 00	16,622 50	16,622 50	195 32	195 32	
	MARYLAND.													
3901	Baltimore to Washington, D. C	40		26	12,000 00		300 00	1,690 00	804 00	14,494 00		362 35		
3902	Baltimore to Wheeling, Va	179		19			300 00							
	Branch to Frederick	201		13	94,200 00		200 00	5,400 00	2,330 50	101,930 50		266 13		
		3		7			100 00							
3902a	Grafton to Parkersburg	104		6	10,400 00		100 00	1,600 00	1,411 00	13,411 00		123 18		
3903	Baltimore to Philadelphia, Pa	102		19	‖37,500 00		367 64	4,310 00	3,371 50	45,181 50		442 95		
3904	Baltimore to Williamsport	181		14	32,100 00		165 46	5,200 00	1,067 50	38,367 50		197 77		
	Branch to Columbia	13		7										
3919	Annapolis to Annapolis Junction	20		13	2,858 00		142 90			2,858 00		142 90		
			843			189,058 00					216,242 50			256 51
	OHIO.													
9006	Bell Air to Columbus	137¼		12	27,575 00		200 00	2,400 00	685 00	30,666 00		223 79		
9010	Steubenville to Newark	116		6	8,700 00		75 00	1,400 00	483 00	10,823 00		87 28		
	Branch to Cadiz	8		6	240 00		30 00							
9050	Pittsburg to Chicago	469¼		12	93,900 00		200 00	4,000 00	1,397 00	99,297 00		212 45		
9097	Erie to Cleveland	96		13	21,600 00		225 00	1,800 00	900 00	24,300 00		253 12		
9108	Cleveland to Wellsville	58¾		12	12,937 50		150 00	1,600 00	978 00	15,515 50		155 15		
		41¼		6			100 00							
9110	Cleveland to Toledo	110		6	5,500 00		50 00	800 00	127 00	6,427 00		58 33		
9114	Hudson to Millersburg	62		6	1,860 00		30 00	700 00	273 00	2,833 00		45 69		
9120	Bayard to New Philadelphia	32		6	1,372 00		42 86	400 00	92 00	1,864 00		58 25		
9121	Oneida Mills to Carrollton	12		6	360 00		30 00			360 00		30 00		
9142	Sandusky to Newark	134		6	12,400 00		100 00	1,400 00	644 00	14,444 00		116 48		

* Includes $2,700, being 25 per cent. on $300 a mile, for night service, and a third extra trip.
† Includes $4,050, being 25 per cent. on $300 a mile, for night service, and a third extra trip.
‡ Includes $1,400 for daily mail to Philadelphia.
‖ Includes $6,900 for ferry at night and accommodations for agents in night trains.



E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
9171	Columbus to Cleveland	60	.....	12	29,100 00	.....	225 00	1,445 00	1,040 00	31,585 00	.....	228 87	.....
		78	.....	12	.....	.....	200 00						
9177	Columbus to Xenia	55	.....	13	12,375 00	.....	225 00	575 00	191 00	13,141 00	.....	238 74	.....
9178	Columbus to Piqua	73	.....	6	3,129 00	.....	42 86	700 00	300 00	4,129 00	.....	56 56	.....
9188	Galion to Union City	119	.....	12	17,850 00	.....	150 00	800 00	120 00	18,770 00	.....	157 73	.....
9274	Toledo to Cleveland	114	.....	12	22,800 00	.....	200 00	1,600 00	721 00	25,121 00	.....	220 35	.....
9275	Toledo to State Line	244	.....	12	24,400 00	.....	100 00	3,200 00	1,519 00	29,119 00	.....	119 34	.....
9276	Toledo to Elkhart	133	.....	6	6,650 00	.....	50 00	1,600 00	334 00	8,584 00	.....	64 54	.....
9302	Cincinnati to Richmond	73	.....	6	4,693 00	.....	64 29	800 00	236 00	5,729 00	.....	78 47	.....
9303	Cincinnati to Dayton	60	.....	12	7,500 00	.....	125 00	661 00	1,142 00	9,303 00	.....	155 00	.....
		19	.....	6	.....	.....	100 00						
9306	Cincinnati to Springfield	65	.....	13	16,525 00	.....	225 00	680 00	1,775 00	18,980 00	.....	225 95	.....
9324	Cincinnati to Marietta	197	.....	6	19,700 00	.....	100 00	1,400 00	1,238 00	22,338 00	.....	113 39	.....
9325	Blanchester to Hillsborough	21	.....	6	787 50	.....	37 50	.....	39 00	826 50	.....	39 35	.....
9329	Morrow to Zanesville	133	.....	6	9,975 00	.....	75 00	1,600 00	739 00	12,314 00	.....	92 58	.....
9330	Xenia to Dayton	17	.....	12	2,125 00	.....	125 00	212 00	.....	2,337 00	.....	137 47	.....
9371	Dayton to Union City	48	.....	6	2,400 00	.....	50 00	588 00	40 00	3,028 00	.....	63 08	.....
9373	Dayton to Lima	76	.....	6	3,800 00	.....	50 00	600 00	100 00	4,500 00	.....	59 21	.....
9391	Springfield to Sandusky	132	.....	12	13,200 00	.....	100 00	1,453 00	259 00	15,392 00	.....	104 00	.....
	Branch, Cary to Finley	16	.....	6	480 00	.....	30 00	.....	.....	.....	.....	30 00	.....
9392	Springfield to Delaware	50	.....	6	2,143 00	.....	42 86	.....	105 00	2,248 00	.....	44 96	.....
9394	Springfield to Dayton	24	.....	12	2,400 00	.....	100 00	264 00	235 00	2,899 00	.....	120 79	.....
9406	Portsmouth to Reid's Mills	56	.....	6	2,400 00	.....	42 86	700 00	.....	3,100 00	.....	55 35	.....
9407	Cleveland to Youngstown	67	.....	6	3,350 00	.....	50 00	800 00	473 00	4,623 00	.....	69 00	.....
9408	Rochester to Bell Air	69	.....	6	5,175 00	.....	75 00	700 00	350 00	6,225 00	.....	90 21	.....
9409	Union City to Indianapolis	85	.....	12	12,750 00	.....	250 00	800 00	164 00	13,714 00	.....	161 34	.....
			3,351	.....	.....	412,152 00	.....	.....	.....	.....	564,529 00	.....	138 60
	VIRGINIA.												
4801	Aquia Creek to Richmond	75	.....	14	19,950 00	.....	264 94	2,600 00	470 00	23,020 00	.....	304 90	.....
4802	Richmond to Petersburg	24	.....	14	7,350 00	.....	300 00	1,000 00	.....	8,350 00	.....	340 81	.....
4803	Petersburg to Weldon, N. C	64	.....	14	19,200 00	.....	300 00	3,000 00	100 00	22,300 00	.....	348 43	.....
4831	Alexandria to Richmond	165	.....	14	28,875 00	.....	175 00	2,600 00	171 00	31,646 00	.....	193 00	.....
	Branch to Warrenton	9	.....	7	450 00	.....	50 00	.....	.....	450 00	.....	50 00	.....

4836	Tudor Hall to Woodstock	74¼		6	3,193 15		42 86	1,200 00	244 00	4,637 15		62 24		
4854	Richmond to Danville	52		14	19,550 00		138 16	2,400 00		21,950 00		155 12		
		89¼		6										
4855	Petersburg to Lynchburg	52		6	19,400 00		157 72	1,600 00		21,000 00		170 73		
		71		7										
4856	Lynchburg to Bristol	205		7	41,000 00		200 00	3,200 00	1,198 00	45,398 00		221 45		
4903	Gordonsville to Jackson River	62.15		7	10,162 00		83 78	1,200 00	100 00	11,462 00		94 45		
		59.20		(*)										
4957	Petersburg to City Point	12		6	600 00		50 00			600 00		50 00		
4961	Hicksford to Gaston, N. C.	†10		7	500 00		50 00			500 00		50 00		
4972	Portsmouth to Weldon, N. C.	80		7	8,000 00		100 00	1,100 00		9,100 00		113 75		
5001	Winchester to Harper's Ferry	32		6	3,200 00		100 00		40 00	3,240 00		101 25		
			1,218.85			189,580 15					212,803 15			174 59
	NORTH CAROLINA.													
5601	Weldon to Wilmington	162		14	48,600 00		300 00	3,700 00	130 00	52,430 00		323 46		
5610	Goldsboro' to Charlotte	223		7	22,300 00		100 00	3,200 00	1,040 00	26,540 00		119 04		
5665	Raleigh to Weldon	99		7	9,900 00		100 00	1,600 00	124 00	11,624 00		117 41		
5672	Manson to Clarksville, Va.	22		6	1,100 00		50 00			1,100 00		50 00		
5888	Salisbury to Statesville	26		6	1,300 00		50 00			1,300 00		50 00		
			532			83,200 00					92,994 00			174 80
	SOUTH CAROLINA.													
6001	Columbia to Greenville, and branches	166¾		6	15,600 00		93 55	2,100 00	336 00	18,036 00		108 16		
6002	Columbia to Charlotte, N. C.	110		6	11,700 00		106 36	2,100 00	242 00	14,042 00		127 65		
6011	Kingsville to Wilmington, N. C	171		14	42,750 00		250 00	4,000 00	522 00	47,272 00		276 44		
6012	Kingsville to Augusta, Ga.	117		14	27,787 50		237 50	3,000 00	453 00	31,240 50		267 01		
6012	Kingsville to Columbia	27		14	6,062 50		224 53			6,062 50		224 53		
6012	Kingsville to Camden	39		7	1,950 00		50 00		150 00	2,100 00		53 84		
6012	Charleston to Branchville	64		14	15,200 00		237 50	1,000 00	96 00	16,296 00		254 62		
6017	Florence to Cheraw	40		7	2,000 00		50 00	800 00	425 00	3,225 00		80 62		
6080	Chester Court-house to Yorkville	23¼		6	1,400 00		59 57			1,400 00		59 57		
6113	Newberry Court-house to Laurens Court-house	31		6	1,328 57		42 86			1,328 57		42 86		
6157	Alston to Simsville	25		6	1,071 43		42 86			1,071 43		42 86		
6168	Charleston to Florence	103¾		14	15,543 75		150 00	1,600 00	837 00	17,980 75		173 51		
			917¾			142,393 75					160,054 75			174 37
	GEORGIA.													
6301	Savannah to Macon	192		14	29,100 00		151 56	2,400 00	140 00	31,640 00		164 79		
6302	Macon to Atlanta	102		7	10,200 00		100 00	1,400 00	235 00	11,835 00		116 02		
6303	Macon to Columbus	102		14	15,300 00		150 00	1,350 00	50 00	16,700 00		163 72		
6304	Fort Valley to Albany	79¼		7	5,943 75		75 00	1,400 00	250 00	7,593 75		95 82		
6304	Renwick to Cuthbert	37		7	2,775 00		75 00			2,775 00		75 00		
6314	Millin to Augusta	54		14	8,100 00		150 00	900 00	365 00	9,365 00		173 00		
6322	Milledgeville to Gordon	17		7	1,000 00		58 82			1,000 00		58 82		
6326	Milledgeville to Eatonton	23		7	1,150 00		50 00			1,150 00		50 00		

* Seven times a week, four months; three times a week, eight months.

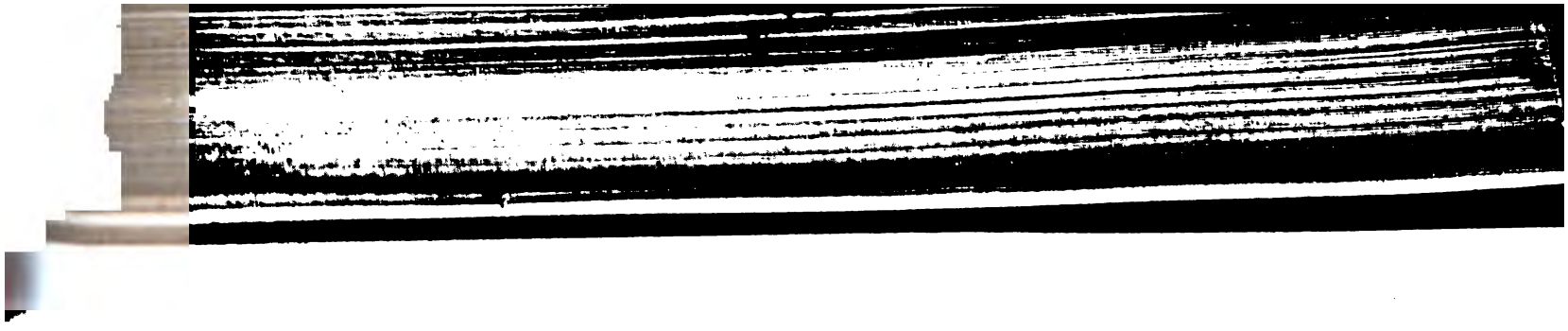
† Service recognized only from Ryland's Depot, ten miles.

E—Continued.

Number of route.	Terminl.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
		Miles.	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
6391	Augusta to Atlanta	174¼	.....	14	41,818 00	.....	234 60	3,800 00	180 00	45,798 00	.....	256 00	.....
	Branch, Camak to Warrenton	3¾	.....	7									
6392	Atlanta to West Point	86¼	.....	14	20,543 75	.....	237 50	2,000 00	141 00	22,687 75	.....	262 28	.....
6393	Atlanta to Chattanooga, Tenn	140	.....	14	22,750 00	.....	162 50	3,200 00	189 00	26,139 00	.....	186 70	.....
6398	Double Wells to Washington	19	.....	6	950 00	.....	50 00	.....	.....	950 00	.....	50 00	.....
6399	Union Point to Athens	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
6465	Kingston to Rome	19	.....	14	1,838 00	.....	96 73	.....	.....	1,838 00	.....	96 73	.....
6532	Brunswick to Satilla	30¼	.....	3	907 50	.....	30 00	.....	328 00	1,235 00	.....	40 84	.....
6534	Savannah to Blackshear	87¼	.....	6	3,750 00	.....	42 86	700 00	.....	4,450 00	.....	50 85	.....
6547	Barnesville to Thomaston	17.07	.....	6	853 50	.....	50 00	.....	.....	853 50	.....	50 00	.....
6552	Etowah to Etowah Depot	3.8	.....	14	190 00	.....	50 00	.....	.....	190 00	.....	50 00	.....
			1,227.62		.....	169,169 50	.....	.....	.....	.....	188,200 50	.....	153 30
	FLORIDA.												
6870	Tallahassee to St. Mark's	21¾	.....	(*)	1,087 50	.....	50 00	.....	.....	1,087 50	.....	50 00	.....
6872	Fernandina to Gainesville	98	.....	6	9,800 00	.....	100 00	800 00	.....	10,600 00	.....	108 16	.....
6881	Tallahasse to Walker's Mill	25¼	.....	7	1,530 00	.....	60 00	.....	.....	1,530 00	.....	60 00	.....
			145¼	.....	.....	12,417 50	.....	.....	.....	.....	13,217 50	.....	91 00
	MICHIGAN.												
12501	Detroit to Chicago	282¼	.....	12	42,375 00	.....	150 00	3,600 00	914 00	46,889 00	.....	165 97	.....
12502	Detroit to Grand Haven	188	.....	12	18,000 00	.....	100 00	2,100 00	1,434 00	22,334 00	.....	118 79	.....
12503	Detroit to Toledo	65	.....	12	6,500 00	.....	100 00	800 00	570 00	7,870 00	.....	121 07	.....
12504	Toledo to Jackson	242	.....	12	36,300 00	.....	150 00	3,200 00	1,922 00	41,422 00	.....	171 16	.....
12505	Adrian to Chicago	46	.....	6	2,300 00	.....	50 00	800 00	377 00	3,477 00	.....	75 58	.....
12506	Monroe to Adrian	36	.....	6	1,800 00	.....	50 00	700 00	.....	2,500 00	.....	69 44	.....
12507	White Pigeon to Three Rivers	13	.....	6	416 00	.....	32 00	.....	114 00	530 00	.....	40 76	.....
			872¼	.....	.....	108,491 00	.....	.....	.....	.....	125,022 00	.....	143 29
	INDIANA.												
12001	Indianapolis to Cincinnati	113½	.....	12	13,875 00	.....	122 24	1,600 00	398 00	15,783 00	.....	139 05	.....
12002	Indianapolis to Madison	97	.....	6	4,350 00	.....	50 00	800 00	70 00	5,220 00	.....	60 00	.....
12004	Indianapolis to Terre Haute	73	.....	12	9,125 00	.....	125 00	800 00	585 00	10,490 00	.....	143 69	.....

12007	Indianapolis to Lafayette	64		12	9,600 00		150 00	800 00	118 00	10,518 00		164 34	
12010	Indianapolis to Peru	78		6	3,900 00		50 00	800 00	112 00	4,812 00		61 69	
12011	Indianapolis to Dayton	110¼		12	13,812 50		125 00	1,600 00	301 00	15,713 50		142 20	
12020	Richmond to Logansport	110		6	5,500 00		50 00	800 00	218 00	6,522 00		59 20	
12036	Edinburg to Rushville	37		6	1,850 00		50 00		121 00	1,971 00		53 27	
12038	Franklin to Martinsville	26		6	1,200 00		46 15			1,200 00		46 15	
12064	Cincinnati to Illinoistown	341		13	76,725 00		225 00	5,950 00	1,677 00	84,352 00		247 36	
12081	Jeffersonville to Indianapolis	50		12	11,850 00		150 00	1,500 00	180 00	13,530 00		125 46	
		58		12			75 00						
12091	New Albany to Michigan City	288		6	28,800 00		100 00	3,200 00	631 00	32,631 00		113 30	
12122	Evansville to Terre Haute	110		6	8,250 00		75 00	1,400 00	410 00	10,060 00		91 45	
			1,546			188,837 50					212,802 50		137 66
	ILLINOIS.												
11501	Chicago to Milwaukie, Wis	85		12	10,342 00		100 00	1,400 00	75 00	11,817 00		139 02	
11502	Chicago to Janesville	91		12	9,100 00		100 00	1,600 00	213 00	10,913 00		119 92	
11503	Chicago to Freeport	121		12	12,100 00		100 00	1,600 00	546 00	14,246 00		117 77	
11504	Chicago to Fulton	136		12	13,600 00		100 00	1,600 00	578 00	15,778 00		116 01	
11505	Chicago to Rock Island	181		12	18,100 00		100 00	2,400 00	1,613 00	22,113 00		122 17	
11506	Chicago to St. Louis, Mo	284¾		12	28,475 00		100 00	3,200 00	2,816 00	34,491 00		121 13	
11507	Chicago to Centralia	253		12	25,300 00		100 00	3,200 00	240 00	28,740 00		113 59	
11509	Dunleith to Cairo	342		12	51,000 00		100 00	5,600 00	2,793 00	59,393 00		130 82	
		112		12									
11510	Chicago to East Burlington	211		12	21,100 00		100 00	2,400 00	2,611 00	26,111 00		123 74	
11511	Turner to St. Charles	7		6	300 00		42 85			300 00		42 85	
11512	Elgin to White Water	67¼		6	3,375 00		50 00	600 00	259 00	4,234 00		62 73	
11513	Joliet to Lake Station	45		6	2,250 00		50 00	700 00		2,950 00		65 55	
11514	Belvidere to Footeville	37		6	1,850 00		50 00	400 00	110 00	2,360 00		63 78	
11515	La Salle to Peoria	62		6	3,100 00		50 00	800 00	553 00	4,453 00		71 82	
11516	State Line to Napoleon	174¾		12	17,475 00		100 00	2,400 00	768 00	20,643 00		118 12	
11517	Terra Haute, Ind., to St. Louis, Mo	192		12	19,200 00		100 00	2,400 00	2,436 00	14,036 00		125 20	
11518	Peoria to Galesburg	54		12	5,400 00		100 00	700 00	1,568 00	7,668 00		141 85	
11519	Galesburg to Quincy	100		12	10,000 00		100 00	1,400 00	1,220 00	12,620 00		126 20	
11520	Quincy to Junction	64		12	6,400 00		100 00	600 00	160 00	7,160 00		111 87	
11818	Peoria to Gilman	86		12	8,600 00		100 00	700 00		9,300 00		119 79	
			2,703			267,067 00					319,326 00		118 00
	WISCONSIN.												
13001	Milwaukie to La Crosse	201½		12	20,150 00		100 00	2,100 00	2,297 00	24,547 00		121 87	
13002	Milton to Janesville	9½		12	925 00		100 00	500 00	40 00	3,165 00		73 18	
	Janesville to Monroe	34		6	1,700 00		50 00						
13003	Milwaukie to Prairie du Chien	194		12	19,400 00		100 00	2,400 00	953 00	22,753 00		117 28	
13004	Milwaukie to Columbus	65½		6	3,275 00		50 00	700 00	280 00	4,255 00		65 00	
13005	Warren to Mineral Point	33		6	1,650 00		50 00			1,650 00		50 00	
13006	Junction to Oshkosh	47		6	2,350 00		50 00	500 00	312 00	3,162 00		67 28	
13007	Horicon to Berlin	43		6	2,150 00		50 00	500 00	426 00	3,076 00		71 50	
13008	Racine to Freeport	101		6	5,050 00		50 00	1,400 00	588 00	7,038 00		69 68	
			728½			56,650 00					69,646 00		95 60

* Six times a week seven months; three times a week five months.



E—Continued.

Number of route.	Termini.	Distance.	Total distance in each State.	No. of trips per week.	Annual pay.	Annual pay in each State.	Annual cost per mile on each route.	Annual cost of route agencies.	Annual cost of mail messenger service.	Total annual cost on each route.	Total annual cost in each State.	Total annual cost per mile.	Total average cost per mile in each State.
	IOWA.	*Miles.*	*Miles.*		*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
10901	Keokuk to Bentonsport	40	.....	6	2,000 00	.....	50 00	.....	.....	2,000 00	.....	50 00	.....
10930	Burlington to Agency City	70	.....	12	5,250 00	.....	75 00	600 00	689 25	6,539 25	.....	91 96	.....
10946	Muscatine to Washington	40	.....	6	2,000 00	.....	50 00	.....	84 00	2,084 00	.....	56 00	.....
10949	Davenport to Iowa City, and	68.7	.....	6	3,435 00	.....	50 00	700 00	.....	4,135 00	.....	60 19	.....
	Branch, Wilton Junction to Muscatine												
10956	Fulton to Cedar Rapids	84	.....	6	4,200 00	.....	50 00	700 00	801 00	5,701 00	.....	67 86	.....
10979*a*	Dubuque to Manchester	47.8	.....	6	2,390 00	.....	50 00	600 00	312 00	3,302 00	.....	69 00	.....
			350½	.....	.....	19,275 00	.....	.....	.....	.....	23,760 25	.....	67 94
	MISSOURI.												
10401	St. Louis to Tipton	38	.....	7	24,450 00	.....	150 00	1,600 00	821 00	26,871 00	.....	164 38	.....
		125	.....	14									
10404	St. Louis to Iron Mountain	87.1	.....	7	8,710 00	.....	100 00	1,600 00	.....	10,310 00	.....	118 36	.....
10697	St. Louis to Macon City	168	.....	6	16,800 00	.....	100 00	1,400 00	115 00	18,315 00	....	109 00	.....
			418.1	.....	.....	49,960 00	.....	.....	.....	.....	55,496 00	.....	132 94
	KENTUCKY.												
9504	Louisville to Lexington	95	.....	12	9,400 00	.....	100 00	1,600 00	2,097 00	13,097 00	.....	137 86	.....
9505	Louisville to Lebanon	67½	.....	6	6,750 00	.....	100 00	700 00	150 00	7,600 00	.....	112 59	.....
9524	Nicholasville to Covington	109½	.....	12	10,966 00	.....	100 00	1,600 00	1,469 00	14,035 00	.....	127 98	.....
9709	Paducah to Mayfield	30	.....	6	1,500 00	.....	50 00	.....	.....	1,500 00	.....	50 00	.....
			302 1-6	.....	.....	28,616 00	.....	.....	.....	.....	36,232 00	.....	119 90
	TENNESSEE.												
10006	Nashville to Chattanooga	8	.....	7	400 00	.....	50 00	2,400 00	190 00	33,590 00	.....	208 63	.....
		153	.....	14	30,600 00	.....	200 00						
10008*a*	Nashville to Columbia	48.77	.....	6	2,338 50	.....	50 00	.....	200 00	2,538 50	.....	53 14	.....
10039	Tullahoma to McMinnville	130.7	.....	7	1,750 00	.....	50 00	.....	.....	1,750 00	.....	50 00	.....
10063	Knoxville to Goodson	35	.....	7	26,140 00	.....	200 00	2,400 00	769 00	29,309 00	.....	294 24	.....
10064	Knoxville to Dalton	110	.....	7	22,000 00	.....	200 00	2,100 00	300 00	24,400 00	.....	221 81	.....
10179	Grand Junction to Jackson	46.73	.....	6	8,177 75	.....	175 00	800 00	100 00	9,077 75	.....	194 25	.....
10179*a*	Jackson to Columbus	87	.....	6	15,225 00	.....	175 00	2,400 00	783 00	18,408 00	.....	211 58	.....

10219	Memphis to Humboldt	82½	.....	7	4,125 00	.....	50 00	800 00	200 00	5,125 00	.....	62 50	.....
			699.7	.....	.....	110,756 25	.....	.....	.....	.....	124,198 25	.....	177 50
	ALABAMA.												
7001	Montgomery to Columbus, Ga	96½	.....	14	32,000 00	.....	271 18	1,750 00	200 00	33,950 00	.....	287 71	.....
	Branch, Opelica to West Point, Ga	21½	.....	14									
7002	Montgomery to Greenville	47½	.....	7	15,480 00	.....	325 89	.....	.....	15,480 00	.....	325 89	.....
7022	Columbus, Ga., to Union Springs, Ala	53	.....	6	4,543 00	.....	85 70	.....	.....	4,543 00	.....	85 70	.....
7096	Memphis, Tenn., to Stevenson, Ala	272½	.....	7	54,500 00	.....	200 00	4,800 00	1,077 00	60,377 00	.....	221 56	.....
	Branch, Moscow, Tenn., to Somerville	13	.....	7	675 00	.....	50 00	.....	.....	675 00	.....	50 00	.....
7147	Selma to Talladega	112	.....	6	12,000 00	.....	107 14	1,400 10	281 00	13,681 00	.....	122 15	.....
			616½	.....	.....	119,198 00	.....	.....	.....	.....	128,706 00	.....	208 76
	MISSISSIPPI.												
7401	Vicksburg to Greenbush	83	.....	14	12,450 00	.....	150 00	.....	.....	12,450 00	.....	150 00	.....
7412	Grand Junction to Water Valley	72	.....	7	20,000 00	.....	200 00	800 00	.....	20,800 00	.....	208 00	.....
7412	Canton to Goodman's	28	.....	7									
7469	Mobile to West Point	222	.....	7	23,200 00	.....	100 00	1,600 00	850 00	25,650 00	.....	110 56	.....
7506	Memphis to Panola	60	.....	7	4,500 00	.....	75 00	750 00	.....	5,250 00	.....	87 50	.....
7563	Bolton's Depot to Raymond	8	.....	12	700 00	.....	87 50	.....	.....	700 00	.....	87 50	.....
7566	St. Francisville to Woodville	26	.....	3	1,000 00	.....	35 71	.....	.....	1,000 00	.....	35 71	.....
7571	Grand Gulf to Port Gibson	8	.....	7	800 00	.....	100 00	.....	.....	800 00	.....	100 00	.....
			517	.....	.....	62,650 00	.....	.....	.....	.....	66,650 00	.....	128 91
	ARKANSAS.												
7997	Hopefield to Madison	40	40	6	3,000 00	3,000 00	75 00	.....	.....	3,000 00	3,000 00	75 00	75 00
	LOUISIANA.												
8151	New Orleans to Canton	208	.....	7	41,600 00	.....	200 00	3,200 00	500 00	45,300 00	.....	217 78	.....
8154	Algiers to Brashear	80	.....	7	16,000 00	.....	200 00	.....	1,000 00	17,000 00	.....	212 50	.....
8158	New Orleans to Lafayette City	2	.....	14	300 00	.....	150 00	.....	.....	300 00	.....	150 00	.....
8171	Baton Rouge to Rosedale	19	.....	6	950 00	.....	50 00	.....	.....	950 00	.....	50 00	.....
			309	.....	.....	58,850 00	.....	.....	.....	.....	63,550 00	.....	205 66
	TEXAS.												
8528	Harrisburg to Bernard	82	82	7	3,750 00	3,750 00	75 00	.....	.....	3,750 00	3,750 00	75 00	75 00
	CALIFORNIA.												
12591	Sacramento City to Folsom City	22	22	12	3,300 00	3,300 00	150 00	.....	.....	3,300 00	3,300 00	150 00	150 00

WM. H. DUNDAS,
Second Assistant Postmaster General.

F.

Steamboat service, as in operation on September 30, 1859.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	
New Hampshire	311	Alton Bay to Wolfboro' and to Center Harbor and Meredith Village.	10		3	504 00		During navigation between Center Harbor and Meredith Village.
			20		3			
	318	Weir's Bridge to Center Harbor	30		3	325 00		During navigation.
				60			829 00	
Massachusetts	669	Hyannis to Nantucket	30		6	2,500 00		
	672	New Bedford to Edgartown	30		3	1,250 00		Mails to be carried six times a week when boats run so often.
	680	Fall River to New York	180		6	3,500 00		
				240			7,250 00	
Rhode Island	804	Providence to Newport	28		6	800 00		Mails to be carried twelve times a week when boats run so often.
				28			800 00	
Connecticut	926	Allyn's Point to New York	135		6	3,000 00		
	931	Stonington to New York	125		6	7,000 00		
				260			10,000 00	
New York	1004	New York to Manhasset	18		3	150 00		
	1076	Albany to New Baltimore	15		3	400 00		
	1108	Whitehall to Plattsburg	95		(*)	4,800 00		
	1375	Ithaca to Cayuga	40		6	1,713 00		
				168			7,063 00	
New Jersey	2802	New York to Elizabethport	12		12	1,200 00		
				12			1,200 00	
Pennsylvania	3409	Pittsburg to Greensboro'	85		6	4,636 00		
				85			4,636 00	
Ohio	9232	Portsmouth to Cincinnati	123		3	2,500 00		
	9309	Cincinnati to Maysville	64		6	4,000 00		
				187			6,500 00	
Virginia	4101	Washington, D. C., to Aquia Creek, Va	55½		14	16,650 00		
	4129	Richmond to Norfolk	148		6	3,000 00		
	4149	Norfolk to Baltimore, Md	200		6	18,000 00		
	4151	Norfolk to Old Point Comfort	21		6	1,490 00		
	4152	Norfolk to Eastville	57		3	4,350 00		
	4153	Norfolk to Matthews C. H	60		2	995 00		
	4593	Wheeling to Parkersburg	99½		3	2,480 00		
				637½			46,965 00	

North Carolina	5008	Greenville to Washington	25		6	968 00		
	5055	Murfreesboro' to Franklin Depot, Va	13		6	385 00		
	5058	Plymouth to Franklin Depot, Va	107		3	2,500 00		
				145			3,853 00	
South Carolina	5630	Charleston to Savannah, Ga	160		1	1,300 00		
				160			1,300 00	
Georgia	6003	Savannah to Pilatka, Fla	332		2	15,000 00		
				332			15,000 00	
Florida	6518	Charleston, S. C., to Pilatka, Fla	300		1	3,640 00		
	6524	Pilatka to Mellonville	124		1	1,800 00		
	6543	Alligator to Bay Port	360		1	7,000 00		
	6562	Bainbridge, Ga., and Bellevue, Fla., to Apalachicola	201		3	18,000 00		
	6575	New Orleans, La., to Key West, Fla	1,000		(†)	59,000 00		
				1,985			89,440 00	
Michigan	12509	Detroit to Ontonagon	640		3	5,250 00		During navigation.
	12590	Grand Haven to Milwaukie	75		6	1,500 00		Do.
				715			6,750 00	
Illinois	11772	Rock Island to Galena	100		3	3,412 00		
				100			3,412 00	
Wisconsin	13167	Oshkosh to New London	40		6	600 00		
				40			600 00	
Iowa	10903	Keokuk to Davenport	140		3	7,020 00		
				140			7,020 00	
Missouri	10407	St. Louis to Keokuk, Iowa	239		6	20,000 00		Do.
	10696	St. Louis to Memphis, Tenn	420		3	39,750 00		
				659			59,750 00	
Minnesota	13500	St. Paul to Prairie du Chien, Wis	247		6	18,400 00		
				247			18,400 00	
Kentucky	9501	Louisville to Cairo, Ill	376		3	24,700 00		
	9503	Louisville to Cincinnati, O	135		7	9,000 00		
	9672	Hawesville to Cannelton, Ia	2		14	200 00		
	9702	Paducah to Cairo, Ill	50		7	7,945 00		
	9703	Paducah to Evansville, Ia	140		3	12,000 00		
	9704	Paducah to Juka, Miss	278		1	4,970 00		
				981			58,815 00	
Tennessee	10179a (part.)	Columbus, Ky., to Cairo, Ill	21		6	4,200 00		
				21			4,200 00	
Alabama	7002 (part.)	Stockton to Mobile	40		7	13,030 00		
				40			13,030 00	
Mississippi	7402	Vicksburg to Greenwood	276		2	14,875 00		
	7654	Vicksburg to Garver's Landing	205		1	1,256 00		
				481			16,131 00	
Arkansas	7813	Napoleon to Little Rock	278		3	18,871 00		
	7814	Napoleon to Jacksonport	435		2	15,875 00		
	7814	Napoleon to Aberdeen	160		1	9.000 00		
	7841	Helena to Wittsburg	150		1	2,000 00		
	7856	Jacksonport to Pocahontas	100		2	8,500 00		
				1,123			54,246 00	
Louisiana	8151	New Orleans to Mobile, Ala	183		7	36,500 00		
	8156	New Orleans to Southwest Pass	150		1	4,500 00		

(*) Eleven times a week seven months.
(†) Twice a month.

F—Continued.

States and Territories.	Number of route.	Termini.	Distance.	Total distance in each State.	Number of trips per week.	Annual pay.	Total annual pay in each State.	Remarks.
			Miles.	*Miles.*		*Dollars.*	*Dollars.*	
Louisiana—Continued	8157	New Orleans to Covington	60		3	2,500 00		
	8161	New Orleans to Algiers	2		14	300 00		
	8164	New Orleans to St. Francisville	170		4	33,400 00		
	8165	New Orleans to Vicksburg, Miss	397		3	40,000 00		
	8166	New Orleans to Memphis, Tenn	835		3	76,600 00		Eight months of the year.
	8167	Vicksburg, Miss., to Napoleon, Ark	239		3	22,463 00		
	8168	Napoleon, Ark., to Memphis, Tenn	217		3	20,000 00		
	8188	Brashear to New Iberia	60		3	5,945 00		
				2,304			249,208 00	
Texas	8501	New Orleans, La., to Indianola, Texas	540		2	55,000 00		
	8502	New Orleans, La., to Brazos Santiago, Texas	800		(*)	25,130 00		
	8503	Brashear, La., to Galveston, Texas	245		1	45,000 00		
	8504	Brashear, La., to Indianola, Texas	400		2	45,000 00		
	8509	Galveston to Houston	80		6	20,600 00		
	8511	Galveston to Liberty	110		3	11,900 00		
	8612	Sabine City to Wiess's Bluff	133		1	2,800 00		
				2,308			205,430 00	
California	12502	San Francisco to Olympia, Wash. Ter	950		(†)	122,500 00		
	12503	San Francisco to Sacramento City	120		6	30,000 00		
	12506	San Francisco to Petalumna	50		3	3,500 00		
	12540	Sacramento City to Marysville	45		6	4,500 00		
				1,165			160,500 00	
Oregon	12701	Astoria to Portland	144		2	8,100 00		
				144			8,100 00	
Washington Territory	12730*a*	Olympia to Camp Simeahmoo	180		1	23,700 00		
			30		(‡)			
	12751	Portland, Oregon, to Wascopum	130		3	4,000 00		
				340			27,700 00	

* Twice a month.
† Twice a month. Paid for by United States treasury, under act of Congress.
‡ Once in two weeks.

WM. H. DUNDAS, *Second Assistant Postmaster General.*

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 22, 1859.

SIR: I have the honor to submit the following report of the receipts and expenditures of the department for the fiscal year ending June 30, 1859, and the results of the efforts made by this office for collecting from the numerous debtors of the department the outstanding revenues of previous fiscal years, together with a summary of the immense clerical labor performed in adjusting the accounts of the department with the vast multitude of persons engaged in its service.

I also subjoin tabular statements exhibiting in detail the nature and amount of revenue and of expenditure, so far as the funds appropriated by Congress for the expenses of the fiscal year have been adequate to the payment thereof.

Carefully prepared tables are also subjoined, presenting a full exhibit of the results and the operations of our postal arrangements with foreign governments, &c.

The amount of deficit in available funds to meet the liabilities of the past fiscal year is *estimated* at not exceeding $4,296,009 26, it being impracticable to ascertain the precise sum, by reason of the fact that many contractors for carrying the mails of the United States have failed to furnish such data as would enable this office to adjust their accounts and report to you the *exact* balances due to them thereon; and further, that, although the revenues of the department are *nominally* paid into the treasury of the United States, much the greater portion thereof *in reality* does not go into the treasury, but is distributed in the custody of late and present postmasters throughout the entire Union, requiring a vast amount of correspondence and litigation to make it available in payment of the expenditures of the department.

One prolific source of difficulty in realizing the entire revenues of the department exists in the failure or refusal of one hundred and thirty-seven railroad companies engaged in carrying the mails to execute contracts, whereby the department is prevented from giving to them such "collection orders" as are sent to contractors at the end of each fiscal quarter upon the numerous offices located on their routes, the revenues of which are individually so inconsiderable in amount—but considerable in the aggregate—that all other modes of collection, such as the issue of special drafts to other contractors living at a distance from the offices, or by sending special agents along the lines of railroad, are attended by great personal inconvenience to the contractors and much expense to the department.

Revenue account of the Post Office Department.

The balance standing on the books of this office to the credit of the department on the 30th of June, 1858, was		$608,313 06
The receipts of the department for the fiscal year ending June 30, 1859, as exhibited in tabular statement marked A, were		7,968,484 07
The amount placed in the treasury for the service of the department, being grants in aid of the revenue under acts March 3, 1847, March 3, 1851, March 3, 1857, June 14, 1858, and March 3, 1859, was		3,915,946 49
Total		12,492,743 62
From the above must be deducted the sum of appropriated for the transportation of "free matter" during the current fiscal year, but used in payment of expenditures of the last fiscal year, chiefly in payment of debts due to foreign governments,		325,000 00
leaving a total of		12,167,743 62
The expenditures of the department for the fiscal year ending June 30, 1859, for which payment has been made, as exhibited in statement B, were	$11,458,083 63	
Add amount of debit balances carried to "suspense account"	55 96	
	11,458,139 59	
Deduct the amount of "bad debts" reopened and collected during the year	627 26	
		11,457,512 33
Leaving to the credit of the revenue account, on the 1st of July, 1859, the sum of		710,231 29
Of this sum there is in the hands of present postmasters	$352,474 27	
Of late postmasters, whose terms of office expired between the 1st of July, 1845, and June 30, 1859, whose accounts are not in suit	221,752 20	
Same class in suit	136,004 82	
		710,231 29

The excess of *paid* expenditures of all kinds, except such mail transportation as had been specially provided for by Congress, amounting to $789,599 56, over the revenue of the year, inclusive of receipts and payments for foreign postages, and exclusive of the amount to the credit of the department on the 1st of July, 1858, and the sums appropriated by the several acts of Congress out of the general revenues of the United States, was	$2,700,000 00
Add the amount of expenditure for which appropriation has yet to be made by Congress	4,296,009 26
Total excess	6,996,009 26

The net revenue from postage, being the aggregate amount of balances due to the United States by postmasters on the adjustment of their quarterly accounts for the year, after having given them credit for commissions and expenses of office, was for the—

Quarter ending September 30, 1858	$947,041 58
Quarter ending December 31, 1858	985,662 44
Quarter ending March 31, 1859	1,132,249 27
Quarter ending June 30, 1859	1,053,328 96
Total	4,118,282 25

The number of quarterly accounts of postmasters received and audited during the year, and on which the above sum was found due, was for the—

Quarter ending September 30, 1858	26,513
Quarter ending December 31, 1858	27,295
Quarter ending March 31, 1859	28,890
Quarter ending June 30, 2859	29,300
	111,998

The amount of letter postage collected in money was for the—

Quarter ending September 30, 1858	$203,389 19
Quarter ending December 31, 1858	233,359 88
Quarter ending March 31, 1859	236,112 19
Quarter ending June 30, 1859	233,670 52
	906,531 78

The amount collected as "registration" fees, and postage of valuable letters, was for the—

Quarter ending September 30, 1858	$5,961 95
Quarter ending December 31, 1858	6,402 65
Quarter ending March 31, 1859	6,629 40
Quarter ending June 30, 1859	6,050 95
	25,052 95

The amount of postage stamps and stamped envelopes sold by postmasters during the fiscal year, was	$6,158,145 90
Of which there was used in prepayment of postage, and cancelled	5,741,130 97
Leaving in the possession of the purchasers	417,014 93

Contractors' accounts.

The average number of contractors' accounts settled in each quarter was, on regular mail routes	8,723
On special mail routes	3,422
Of route and express agents	488
Of mail messengers and local agents	1,704
Total number of accounts	14,337
Aggregate of settlements during the year	57,348

Mail transportation account.

The amount charged to "accrued transportation," and placed to the credit of contractors and others, for mail transportation during the year, was, for regular services	$9,790,418 94
For special offices	262,208 65
For route agents	377,225 46
For river mails	1,520 00
And for foreign mail transportation for New York and Havre mails	136,122 11
Liverpool, New York, and Philadelphia mails	83,177 30
New York and Bremen mails	84.151 38
New York and New Orleans mails	17,213 48
New York and Havana mails	3,089 34
New Orleans and Vera Cruz mails	2,810 73
Mails across the Isthmus of Panama	100,000 00
Panama and Astoria mails	261,037 50
Expenses of government mail agents	7,864 61
Carried forward	11,126,839 50

Brought forward		$11,126,839 50
The amount credited to "accrued transportation," and charged to contractors for over-credits and damages, was	$44,585 36	
Of fines imposed upon contractors	69,470 87	
Of deductions from their pay	95,123 79	
		209,180 02
Net amount to the credit of contractors		10,917,659 48
The amount actually paid during the year for mail transportation was		7,157,629 80
Amount remaining unpaid		3,760,029 68
The amount paid for mail transportation of previous years was		$13,059 09

Collection of post office revenues.

The number of post offices in operation during the fiscal year was 28,539, which are thus classified under Department Regulations, chapter 26, sections 286 to 299, pages 107, 108:

860 are "draft offices," and during the year 12,326 drafts were issued by the Postmaster General, and countersigned by the Auditor, amounting to	$982,673 99
1,339 are "deposit offices," and have deposited during the year	1,559,432 92
21,214 are "collection offices," and have paid on the "collection orders" sent to contractors during the year	1,212,048 46
5,126 are styled "special and mail messenger offices," and have derived their mail supplies chiefly by the payment of their revenues; the amount paid was	262,208 65
Amount collected of postmasters	4,016,364 02

and paid into the treasury "for the use and purposes of the Post Office Department."

During the fiscal year the "collecting division" of this office had charge of the following number of accounts:

Of present postmasters	28,539
Of late postmasters whose terms of office expired between the 1st of July, 1845, and June 30, 1858	17,654
Of late postmasters of the last fiscal year	7,325
Total number	53,518

The number of changes of postmasters reported by the appointment office to this office during the year, requiring the final adjustment of their respective accounts, was 7,325, and the balances ascertained to be due the United States thereon amounted to		$197,998 16
Of which sum there has been collected	$55,832 73	
Credited on vouchers	4,819 73	
Charged to "suspense account"	186 67	
Total		60,839 13
Amount remaining for collection		137,159 03
Of which sum there is in suit	$12,262 50	
Amount due and not in suit	124,896 53	
		$137,159 03

The balance due the United States by late postmasters, whose terms of service expired between the 1st of July, 1845, and 30th of June, 1858, uncollected and not in suit July 1, 1858, as stated in my last annual report, was		$211,867 95
Which was increased by "estimated postage"		13,838 60
Total for collection during the fiscal year ending June 30, 1859		225,706 55
Of which sum there has been collected	$110,835 06	
Credited on vouchers	2,898 79	
Closed by "suspense account"	61 46	
		113,795 31
Amount uncollected on the 30th of June, 1859		111,911 24
Of which there has been placed in suit		15,550 57
Amount due and not in suit		96,855 67

The amount due by late postmasters in California and by late postmasters in Oregon is	$66,970 42

These late postmasters have presented vouchers of expenditures "in and about the business of their offices" for a much greater sum than is exhibited on the books of this office as due by them to the United States; and as it is probable that an amount will be allowed to them by the Postmaster General, under the provisions of the fourth and fifth sections of an act approved July 27, 1854, which will equal their apparent indebtedness, this sum should not be relied upon as available revenue.

Suits.

The amount due by late postmasters, whose terms of office expired between the 1st of July, 1845, and 30th of June, 1858, for the collection of which suit was instituted prior to June 30, 1858, as stated in my last report, was	$134,891 44
Add amount of 110 new cases, for the collection of which suit was instituted during the last fiscal year, of accounts prior to June 30, 1858	17,480 93
Also amount of 12 new cases of accounts of the last fiscal year	4,176 33
Amount in suit during the year	156,548 70
Amount collected and credited during the year	29,487 76
Leaving still due June 30, 1859	127,060 94

Of this sum there is due by late postmasters in California, on accounts prior to June 30, 1857	$64,315 94

Of which there is probably	$44,303 86

that may be regarded as lost to the department, as the defendants are represented to be insolvent.

In 43 of the suits instituted during the year, judgments have been recovered in favor of the United States; 25 of them have been concluded, and this sum paid into the treasury	$3,633 30
The amount collected during the year on accounts for the collection of which suit was commenced prior to June 30, 1858, was	25,296 80
Amount credited on vouchers	557 66
Total	29,487 76

Summary of debts and collections.

The aggregate amount due the United States on the 30th of June, 1858, by late postmasters, whose terms of service expired between July 1, 1845, and June 30, 1858, was	$363,023 35
Add amount due by late postmasters of the last fiscal year	197,998 16
Total for collection during the year	561,021 51

Brought forward		$561,021 51
The amount collected and credited on accounts prior to June 30, 1858, was	$142,425 36	
On accounts of the past year	60,839 13	
Total of collections and credits		203,264 49
Amount remaining due to the United States June 30, 1859		357,757 02
Of this sum there is *in suit*	$136,004 82	
And *not in suit*	221,752 20	
		$357,757 02

Classification of balances due the United States.

	Not in suit.	In suit.
On accounts of late postmasters of the year ending—		
June 30, 1846	$7 88	$3,025 77
June 30, 1847	116 08	728 06
June 30, 1848	39 14	802 16
June 30, 1849	57 59	1,833 37
June 30, 1850	137 71	1,071 47
June 30, 1851	491 93	2,599 71
June 30, 1852	839 71	2,829 73
June 30, 1853	12,824 25	41,882 04
June 30, 1854	13,076 52	12,854 99
June 30, 1855	7,235 01	7,856 61
June 30, 1856	5,135 31	15,676 60
June 30, 1857	22,002 24	11,215 05
June 30, 1858	34,892 30	21,366 76
June 30, 1859	124,896 53	12,262 50
	221,752 20	136,004 82

Balances apparently due to late postmasters between the 1st of July, 1845, and June 30, 1858, as stated in my last report, were	$170,256 51
Which has been increased, by the allowance of additional vouchers	4,155 44
Add amount due to late postmasters of the last fiscal year	44,942 63
Total	219,354 58
The amount paid or closed by adjustment during the year was	29,173 94
Amount apparently due to late postmasters on the 1st of July, 1859	190,180 64

A surplus of emoluments and commissions accrued at the following post offices, after deducting the maximum compensation of $2,000 per annum of the postmasters and the necessary incidental expenses of the offices, viz:

Augusta, Geo.	$680 14
Albany, N. Y.	1,348 43
Baltimore, Md.	672 50
Boston, Mass.	21,979 25
Brooklyn, N. Y.	639 48
Buffalo, N. Y.	2,693 10
Binghamton, N. Y.	5 84
Cleveland, Ohio.	122 36
Columbus, Ohio.	134 49
Chicago, Ill.	8,964 37
Charleston, S. C.	389 92
Cincinnati, Ohio.	8,611 23
Chattanooga, Tenn.	98 36
Detroit, Mich.	114 64
Dayton, Ohio.	182 68
Erie, Pa.	1,394 39
Galveston, Texas	861 81
Hartford, Conn.	1,029 57
Indianapolis, Ind.	1,598 89
Independence, Mo.	616 07
Jersey City, N. J.	346 50
Kensington, Pa.	89 26
Louisville, Ky.	2,848 86
Lowell, Mass.	44 01
Lynchburg, Va.	43 21
Montgomery, Ala.	464 03
Mobile, Ala.	266 49
Macon, Ga.	105 50
Memphis, Tenn.	1,246 17
Milwaukie, Wis.	784 95
New Bedford, Mass.	309 80
Newark, N. J.	704 49
Nashville, Tenn.	1,411 62
New York, N. Y.	83,611 33
New Haven, Conn.	290 57
Norfolk, Va.	125 75
New Orleans, La.	4,935 88
Portland, Maine.	1,187 51
Philadelphia, Pa.	9,993 05
Petersburg, Va.	298 48
Providence, R. I.	165 24
Pittsburg, Pa.	1,860 74
Richmond, Va.	643 28

Rochester, N. Y.	$802 95
Savannah, Ga.	734 24
St. Louis, Mo.	14,563 56
San Francisco, Cal.	8,408 34
Toledo, Ohio	3,524 23
Troy, N. Y.	1,115 91
Utica, N. Y.	7 29
Washington, D. C.	4,706 32
Worcester, Mass.	453 05
Raleigh, N. Y.	329 92
Syracuse, N. Y.	309 13
Springfield, Mass.	188 86
Vicksburg, Miss.	318 62
Wilmington, Del.	1,865 64
Williamsburg, N. Y.	12 37
Houston, Texas.	79 18
Calais, Maine	71 19
	201,378 04

Being $27,095 11 increase over the surplus of the previous fiscal year.

The following statement partially indicates the chief clerical labors performed in this office during the last fiscal year, and, in connection with the results exhibited in the foregoing report, will, I trust, commend to your favorable notice the gentlemen through whose zeal and capacity these labors have been performed and these results obtained:

The number of quarterly accounts of postmasters adjusted, audited, and registered analytically was	111,998
The number of accounts of mail contractors audited and reported	34,892
The number of accounts of special and route agents audited and reported	2,592
The number of accounts of special contractors and mail messengers' accounts adjusted	20,404
The number of miscellaneous accounts adjusted	681
The number of collection orders issued	75,356
The number of collection drafts issued	3,992
The number of department drafts issued	12,326
The number of department warrants registered	8,131
The number of letters received	116,791
The number of letters prepared, recorded, and mailed	73,443
The number of folio-post pages recorded in the letter-books.	3,690
The number of accounts on the ledgers	53,618
The number of corrected quarterly accounts of postmasters copied, restated, and issued	19,649

The compilation of the material for that portion of the "Biennial Register" which pertains to the Post Office Department—which covered

532 closely-printed pages of the last Register—is nearly completed, a considerable portion thereof having already been delivered to the public printer.

Respectfully,

THOS. M. TATE, *Auditor.*

Hon. JOSEPH HOLT,
Postmaster General.

A.

Statement exhibiting the receipts of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1859.

Receipts.	3d quarter 1858.	4th quarter 1858.	1st quarter 1859.	2d quarter 1859.	Total under each head.	Aggregate amount.
Letter postage	$203,389 19	$233,359 88	$236,112 19	$233,670 52	$906,531 78	.....
Registered letters	5,961 95	6,402 65	6,629 40	6,058 95	25,052 95	.....
Stamps sold	1,436,694 93	1,496,722 75	1,652,506 14	1,572,222 08	6,158,145 90	.....
Newspapers and pamphlets	139,027 50	140,584 81	161,207 44	148,532 64	589,352 39	.....
Fines	7 50	.....	27 50	15 00	50 00	.....
Receipts on account of emolument	18,456 72	17,017 45	21,390 12	22,145 78	79,010 07	.....
Receipts on account of letter-carriers	41,136 96	44,806 90	50,353 15	50,740 82	187,037 83	.....
Receipts on account of dead letters	.....	.....	3,134 79	.....	3,134 79	.....
Extra compensation overcharged	.....	.....	.....	1,103 84	1,103 84	.....
Miscellaneous receipts	3,170 24	2,245 31	13,470 10	178 87	19,064 52	.....
	1,847,844 99	1,941,139 75	2,144,830 83	2,034,668 50	.....	$7,968,484 07

NOTE.—In the item "*letter postage*" is embraced the sum of $56,461 71, ascertained to be due to the *United States* from the *Kingdom of Prussia*, on account of *postages* for the 4th quarter 1857, 1st, 2d, 3d, and 4th quarters 1858.

Also, are embraced in same item the following sums, viz:

Amount due from the *United States* to the *United Kingdom*, on account of *postages*, 3d and 4th quarters 1858.....	$200,598 31
Amount due from the *United States* to *Bremen*, on account of *postages*, 3d and 4th quarters, 1858.....	4,361 92
Amount due from the *United States* to *France*, on account of *postages*, 3d and 4th quarters, 1858.....	17,521 49
Amount due from the *United States* to *Hamburg*, on account of *postages*, 3d and 4th quarters, 1858.....	5,528 97

Respectfully submitted.

THOMAS M. TATE, *Auditor.*

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, *November* 5, 1859.

Hon. JOSEPH HOLT, *Postmaster General.*

B.—*Statement exhibiting the expenditures of the Post Office Department, under their several heads, for the fiscal year ended June 30, 1859.*

Expenditures.	3d quarter 1858.	4th quarter 1858.	1st quarter 1859.	2d quarter 1859.	Total under each head.	Aggregate. amount.
Compensation to postmasters	$578,408 12	$597,927 10	$649,567 77	$627,997 98	$2,453,900 97	
Ship, steamboat, and way letters	3,866 83	3,572 24	2,809 09	4,248 70	14,496 86	
Transportation	2,394,517 81	2,072,921 01	1,633,106 44	1,057 084 54	7,157,629 80	
Wrapping paper	10,054 05	18,989 23	2,283 03	12 04	31,338 36	
Office furniture	725 35	384 63	586 50	490 87	2,187 35	
Advertising	6,970 81	19,020 59	12,843 28	7,433 58	46,268 26	
Mail bags	11,762 96	14,585 71	13,564 10	17,440 15	57,352 92	
Blanks	24,293 30	12,786 89	7,314 11	523 29	44,917 59	
Mail locks, keys, and stamps	2,488 90	2,044 50	2,176 25	.....	6,709 65	
Mail depredations and special agents	18,320 87	16,411 58	11,701 82	5,647 28	52,081 55	
Clerks for offices	234,406 74	234,004 00	236,771 73	224,717 76	929,900 23	
Postage stamps	9,186 84	9,789 69	11,697 65	9,981 43	40,655 61	
Stamped envelopes	11,732 30	12,264 28	14,883 59	10,258 26	49,138 43	
Payments to letter-carriers	41,136 96	44,806 90	50,353 15	50,740 82	187,037 83	
Miscellaneous payments	38,116 63	56,917 96	45,965 73	40,617 89	181,618 21	
Miscellaneous, on account of *British mails*	53,385 83	.....	45,410 76	48,170 72	*146,966 81	
Miscellaneous, on account of *Bremen mails*	.....	.....	.....	5,734 21	*5,734 21	
Miscellaneous, on account of *Hamburg mails*	.....	.....	.....	9,237 15	*9,237 15	
Miscellaneous, on account of *French mails*	13,079 26	.....	18,232 85	9,599 74	*40,911 85	
	3,452,453 56	3,116,426 31	2,759,267 85	2,129,935 91	.....	$11,458,083 63

* In payment of the *ascertained balances*, including *premium* on exchange, due from the *United States* as follows:

To the *United Kingdom*, on account of *postages* for 2d, 3d, and 4th quarters 1858	$146,966 81
To the *Bremen office*, on account of *postages* for 1st, 2d, 3d, and 4th quarters 1858	5,734 21
To the *Hamburg office*, on account of *postages* for 1st, 2d, 3d, and 4th quarters, 1858	9,237 15
To the *Empire of France*, on account of *postages* for 1st, 2d, 3d, and 4th quarters 1858	40,911 85
	202,850 02

NOTE.—The foregoing *statement* embraces *only* the *paid expenditures*, to which must be added the *estimated* amount, ($4,296,009 26,) payable when *Congress* makes the *appropriation* therefor.

Respectfully submitted.

THOMAS M. TATE, *Auditor*.

AUDITOR'S OFFICE, POST OFFICE DEPARTMENT, *November* 5, 1859.

Hon. JOSEPH HOLT, *Postmaster General*.

A recapitulation of the amount of letter postage, newspaper postage, registered letters, postage stamps tractors and others for the transportation of the mails in

States and Territories.	Letter postage.	Newspaper postage.	Registered letters.	Stamps sold.	Total receipts.
Maine	$13,703 67	$11,883 28	$467 20	$128,469 06	$154,523 21
New Hampshire	4,030 10	9,940 16	260 60	89,035 41	103,319 27
Vermont	3,878 21	11,695 75	177 15	87,467 19	103,218 30
Massacusetts	78,729 94	26,436 73	1,200 65	500,882 08	607,949 40
Rhode Island	4,368 06	3,700 03	193 20	58,474 40	66,665 69
Connecticut	9,319 23	14,371 01	239 85	165,376 52	189,306 61
New York	279,371 79	84,511 66	2,709 40	1,187,087 49	1,553,680 34
New Jersey	15,459 96	10,826 58	241 25	103,140 06	129,667 85
Pennsylvlnia	71,757 06	55,135 41	2,631 90	532,298 17	661,822 54
Delaware	1,314 95	2,178 99	78 75	24,556 79	28,129 48
Maryland	23,748 21	10,116 84	850 15	145,543 08	180,258 28
District of Columbia	6,276 40	3,208 07	370 70	42,027 38	51,882 55
Virginia	11,508 78	24,824 72	1,187 00	217,555 20	255,075 70
North Carolina	2,594 87	10,888 30	773 45	73,834 40	88,491 08
South Carolina	11,887 96	7,711 12	697 95	87,239 09	107,536 12
Georgia	6,870 57	16,402 21	977 55	144,414 40	168,664 73
Florida	1,531 48	2,389 80	188 40	21,822 73	25,932 41
Alabama	5,904 77	12,918 00	1,018 45	109,262 01	129,103 23
Mississippi	4,418 11	13,089 40	496 70	83,544 91	101,549 12
Texas	8,273 70	11,421 54	374 25	80,527 86	100,597 35
Kentucky	7,862 26	14,739 12	591 75	128,524 33	151,717 46
Michigan	17,146 91	14,982 41	656 30	135,768 83	168,554 45
Wisconsin	22,394 13	16,098 86	676 30	141,068 85	180,238 14
Louisiana	25,612 13	14,880 48	845 40	154,863 62	196,201 63
Tennessee	4,945 76	12,855 29	829 90	113,871 22	132,502 17
Missouri	28,662 50	21,670 60	777 85	178,765 68	227,876 63
Illinois	42,942 05	36,359 10	1,424 95	365,809 67	446,535 77
Ohio	39,002 50	44,265 27	1,940 60	434,790 41	519,998 78
Indiana	13,931 20	25,030 33	874 30	161,133 72	208,969 55
Arkansas	2,482 63	6,002 75	112 05	33,934 70	42,532 13
Iowa	11,883 37	13,843 27	456 05	113,263 99	139,446 68
California	54,987 53	15,762 98	533 90	212,183 22	283,467 63
Oregon	3,007 53	2,030 90	11 60	11,285 87	16,335 90
Minnesota	6,650 59	4,837 65	165 55	37,095 46	48,749 25
New Mexico Territory	374 04	234 15	2 50	2,130 74	2,731 43
Utah Territory	1,463 34	125 14	2 45	1,722 90	3,313 83
Nebraska Territory	1,114 39	886 55	16 75	8,079 76	10,097 45
Washington Territory	1,084 95	414 46	7 60	3,443 63	4,950 64
Kansas Territory	2,473 23	2,143 16	63 65	23,094 25	27,774 29
Total	851,421 86	590,802 07	25,054 00	6,151,389 08	7,618,667 61
Add Prussian postage $56,461 71 Deduct miscellaneous items 1,351 79	55,109 92				
Deduct miscellaneous items		1,449 68	1 05		
Add miscellaneous items				6,756 82	
	906,531 78	589,352 39	25,052 95	6,158,145 90	

sold, compensation allowed postmasters, incidental expenses of post offices, and amount credited con- each State and Territory for the year ending June 30, 1859.

Compensation of postmasters.	Incidental expenses.	Total compensation and incidental expenses.	Transportation.	Total expenses.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
$73,284 38	$14,507 46	$87,791 84	$121,092 99	$208,884 83	$51,361 62	.....
51,313 13	3,539 91	54,853 09	56,049 84	110,902 93	7,583 66	.....
55,052 05	728 45	55,780 50	81,961 84	137,742 34	34,524 04	.....
159,114 39	100,908 15	260,022 54	189,604 35	449,626 89	.....	$157,622 51
16,545 96	11,352 01	27,897 97	19,277 50	47,175 47	.....	19,490 22
71,502 15	16,963 38	88,465 53	113,927 42	202,392 95	13,086 34	.....
325,178 63	319,202 96	644,381 59	463,505 20	1,107,886 79	.....	445,793 55
55,676 15	6,660 51	62,336 66	94,481 37	156,818 04	27,150 19	.....
190,265 57	101,039 02	291,304 59	380,227 69	671,532 28	9,709 74	.....
9,081 93	1,554 26	10,636 19	24,246 82	34,883 01	6,753 53	.....
35,648 63	32,205 35	67,853 98	231,913 00	299,766 98	119,508 70	.....
3,975 72	35,561 37	39,537 09	.....	39,537 09	.....	12,345 46
100,368 63	30,532 65	130,901 28	379,899 75	510,801 03	255,725 33	.....
42,299 21	3,642 03	45,941 24	224,330 97	270,762 21	182,271 19	.....
31,057 40	12,778 20	43,835 60	275,232 50	319,068 10	211,531 98	.....
61,685 68	22,547 66	84,233 34	273,946 69	358,180 03	189,515 30	.....
13,289 25	48 35	13,337 60	157,847 16	171,184 76	145,252 35	.....
48,511 97	17,531 34	66,043 31	327,585 59	363,628 90	264,525 67	.....
47,426 86	5,192 33	52,619 19	317,384 69	370,003 88	268,454 76	.....
45,232 86	6,265 17	51,498 03	671,882 41	723,380 44	622,783 09	.....
57,603 78	14,596 67	72,200 45	293,475 04	365,675 49	213,958 03	.....
72,680 57	19,157 95	91,838 52	177,609 70	269,448 22	100,893 77	.....
76,063 22	12,871 44	88,934 66	162,713 66	251,648 32	71,410 18	.....
30,885 70	35,182 02	66,067 72	711,449 78	777,517 50	581,315 87	.....
49,331 77	19,422 48	68,754 25	266,065 79	334,820 04	202,317 86	.....
66,082 39	33,148 08	99,230 47	627,860 50	727,090 97	499,214 34	.....
168,225 56	90,290 70	258,525 26	423,099 91	681,625 17	235,089 40	.....
188,471 33	71,193 39	259,664 72	546,749 43	806,414 15	286,415 37	.....
97,611 05	14,746 82	112,357 87	266,698 18	379,056 05	170,086 50	.....
23,793 64	2,157 55	25,951 19	294,361 13	320,312 32	277,780 19	.....
65,238 77	15,378 61	80,617 38	203,046 19	283,663 57	144,216 89	.....
62,057 46	45,050 71	107,108 17	841,552 56	948,660 73	665,193 10	.....
7,183 21	26 55	7,209 76	27,501 04	34,710 80	18,374 90	.....
22,471 76	3,371 85	25,843 61	171,511 84	197,355 45	148,606 20	.....
1,573 74	11 50	1,585 24	15,263 41	16,848 65	14,117 22	.....
1,795 67	38 52	1,834 19	136,198 33	138,032 52	134,718 69	.....
5,500 01	84 43	5,584 44	36,564 29	42,148 73	32,051 28	.....
2,718 21	14 70	2,732 91	57,158 80	59,891 71	54,941 07	.....
12,839 93	1,577 47	14,417 40	126,651 57	141,068 97	113,294 68	.....
2,448,638 37	1,121,091 00	3,569,729 37	9,790,418 94	13,360,148 31	6,376,733 04 635,251 74	635,251 74
					5,741,481 30	
The above statement shows only the insufficiency of the net revenue to pay the regular transportation, (inland,) without embracing the foreign mails, route agents, local agents, and mail messengers, and other important items paid for directly at the department, amounting to					2,044,127 52	
Total deficit					7,785,608 82	

Statement of the number of letters, circulars, newspapers, and pamphlets received and delivered by carriers, and the amount received and paid out for carriage in the cities mentioned below, for the year ended June 30, 1859.

Cities.	Number of letters.	Number of circulars.	Number of newspapers and pamphlets.	Total number of letters, &c.	Am't received and paid out for carriage.
New York, N. Y	4,348,385	721,875	566,148	5,636,408	$97,017 19
Philadelphia, Pa	2,134,162	72,722	379,988	2,586,872	45,595 40
Baltimore, Md	906,053	38,018	131,809	1,075,880	19,360 27
Boston, Mass., (1st and 2d quarters 1859 only)	697,849	33,628	45,276	776,753	7,541 09
*Washington, D. C	241,944	.....	89,429	331,373	5,286 03
Providence, R. I	193,719	.....	29,722	223,441	4,022 99
New Orleans, La	112,676	8,533	9,248	130,457	2,385 08
St. Louis, Mo., (2d quarter 1859 only)	42,400	.....	3,850	46,250	867 25
Lowell, Mass	100,514	.....	9,269	109,783	2,056 60
Manchester, N. H	51,987	.....	3,782	55,769	1,058 65
Harrisburg, Pa	45,330	.....	11,723	57,053	965 20
Syracuse, N. Y., (no returns received for 2d quarter 1859)	26,438	.....	.....	26,438	528 76
†San Francisco, Cal	672	.....	.....	672	33 60
Roxbury, Mass., (1st and 2d quarters 1859 only)	15,455	.....	2,124	17,579	319 72
Total	8,917,584	874,776	1,282,368	11,074,728	187,037 83

*No returns received for 3d quarter 1858.

†This return was for the 3d quarter 1858, and the only one ever received from San Francisco, California.

Respectfully submitted.

THO. M. TATE, *Auditor*

Amount of letter postage on British mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	$76,007 20	$92,672 79	$51,206 61	$64,598 02	$284,484 62
Miscellaneous	10,940 32	21,024 55	6,650 20	12,657 42	51,272 49
Havre line	4,944 00	15,856 69	3,166 36	8,668 00	32,635 05
Bremen line	3,419 06	10,793 96	2,041 06	5,410 32	21,664 40
German Lloyd line	702 83	2,456 42	451 04	1,383 12	4,993 41
Canadian line	1,863 59	2,979 84	953 80	2,212 92	7,510 15
Vanderbilt line	290 84	811 91	272 08	529 76	1,904 59
Total	97,667 84	146,596 16	64,741 15	95,459 56	404,464 71
Amount received	244,264 00		160,200 71		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
Cunard line	$30,994 16	$95,050 62	$93,228 66		$219,273 44
Miscellaneous	6,942 43	36,168 79	20,278 79		63,390 01
Havre line	3,977 83	24,916 45	14,457 78		43,352 06
Bremen line	1,901 45	10,280 86	6,256 40		18,438 71
German Lloyd line	406 10	3,094 06	1,580 34		5,080 50
Canadian line	739 62	5,057 60	2,656 02		8,453 24
Vanderbilt line	916 21	3,886 78	2,831 18		7,634 17
Total	45,877 80	178,455 16	141,289 17		365,622 13
Amount sent	224,332 96		141,289 17		

Amount collected in the United States	468,596 96
Amount collected in the United Kingdom	301,489 88
Total	770,086 84
Excess collected in the United States	167,107 08

Amount of letter postage on Prussian mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	$11,926 28	$36,714 49	$4,389 53	$9,071 22	$62,101 42
Miscellaneous line	3,144 10	14,789 19	1,417 50	3,652 60	23,003 39
Havre line	2,524 40	11,825 06	1,073 10	2,736 41	18,158 97
Bremen line	1,521 65	6,879 78	792 00	1,667 02	10,860 45
German Lloyd line	474 22	2,028 34	175 50	475 32	3,153 38
Canadian line	327 28	1,487 18	148 50	358 52	2,321 48
Vanderbilt line	175 64	757 47	65 10	161 05	1,159 26
Total	20,093 47	74,481 51	8,061 23	18,122 14	120,758 35
Amount received	94,574 98		26,183 37		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
Cunard line	$7,591 76	$37,211 66	$48,818 73		$93,622 15
Miscellaneous line	1,587 18	18,381 28	13,972 50		33,940 96
Havre line	1,478 28	11,685 84	10,395 76		23,559 88
Bremen line	585 13	4,142 04	2,272 28		6,699 45
German Lloyd line	40 24	1,254 23	289 72		1,584 19
Canadian line	211 41	2,574 19	2,052 58		4,838 18
Vanderbilt line	306 14	1,537 64	1,795 74		3,639 52
Total	11,500 14	76,786 88	79,597 31		167,884 33
Amount sent	88,287 20		79,597 31		

Amount collected in the United States	182,862 00
Amount collected in Prussia	105,780 68
Total	288,642 68
Excess collected in the United States	77,081 32

Amount of letter postage on French mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Cunard line	$17,928 38	$23,224 69	$17,484 09	$21,797 25	$80,434 41
Miscellaneous lines	2,645 41	4,935 16	1,858 72	3,711 48	13,150 77
Havre line	3,298 71	4,299 18	2,351 00	2,642 19	12,591 08
Bremen line	1,156 09	1,399 98	843 90	957 61	4,357 58
German Lloyd line	224 89	356 52	124 06	282 88	988 35
Canadian line					
Vanderbilt line	350 28	363 36	224 46	259 75	1,197 85
Total	25,603 76	34,578 89	22,886 23	29,651 16	112,720 04
Amount received	60,182 65		52,537 39		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
Cunard line	$11,034 05	$21,211 84	$33,467 71		$65,713 60
Miscellaneous lines	2,172 14	7,193 55	7,740 12		17,105 81
Havre line	2,046 82	4,893 92	6,254 04		13,194 78
Bremen line	737 70	6,772 03	2,064 72		4,574 45
German Lloyd line	129 01	607 56	601 74		1,338 31
Canadian line	189 32	854 19	764 72		1,808 23
Vanderbilt line	378 27	724 88	1,211 68		2,314 83
Total	16,687 31	37,257 97	52,104 73		106,050 01
Amount sent	53,945 28		52,104 73		

Amount collected in the United States	114,127 93
Amount collected in France	104,642 12
Total	118,770 05
Excess collected in the United States	9,485 81

Amount of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Bremen line	$783 78	$3,346 70	$340 15	$1,032 77	5,503 40
Amount received	4,130 48		1,372 92		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
Bremen line	$516 26	$4,425 10	$2,353 85		$7,295 21
Amount sent	4,941 36		2,353 85		

Amount collected in the United States	9,071 84
Amount collected in Bremen	3,726 77
Total	12,798 61
Excess collected in the United States	5,345 07

Amonnt of letter postage on Bremen mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
German Lloyd line	$2,082 87	$8,893 80	$994 15	$2,664 35	$14,635 17
Amount received	10,976 67		3,658 50		

Sent.	Paid.	Paid distributed.	Unpaid.	Unpaid distributed.	Total.
German Lloyd line	$1,144 27	$6,444 92	$3,345 40		$10,934 59
Amount sent	7,589 19		3,345 40		

Acount collected in the United States	18,565 86
Amount collected in Bremen	7,003 90
Total	25,569 76
Excess collected in the United States	11,561 96

Amount of letter postage on Hamburg mails received in and sent from the United States during the fiscal year ended June 30, 1859.

Received.	Unpaid.	Unpaid distributed.	Paid.	Paid distributed.	Total.
Hamburg line	$1,411 94	$3,518 72	$755 50	$1,311 21	$6,997 37
Amount received	4,930 66		2,066 71		
Sent.	**Paid.**	**Paid distributed.**	**Unpaid.**	**Unpaid distributed.**	**Total.**
Hamburg line	$1,796 40	$9,909 08	$3,879 10		$15,584 58
Amount sent	11,705 48		3,879 10		

Amount collected in the United States	16,636 14
Amount collected in Hamburg	5,945 81
Total	22,581 95
Excess collected in the United States	10,690 33

Number of letters and newspapers exchanged between the United States and United Kingdom in British mails during the fiscal year ended June 30, 1859.

	Number of letters.		Total letters.	No. of newspapers.		Total newspapers.
	Received.	Sent.		Received.	Sent.	
Cunard line	1,209,070	943,267	2,152,337	937,115	929,547	1,866,662
Miscellaneous lines	208,619	253,134	461,753	130,015	203,973	328,989
Havre line	127,478	176,504	303,982	86,570	216,224	302,794
Bremen line	83,073	74,779	157,852	55,768	94,330	150,098
German Lloyd line	19,222	20,617	39,839	13,652	28,341	41,993
Canadian line	31,019	34,683	65,702	24,700	47,779	72,479
Vanderbilt line	7,912	31,205	39,117	6,760	37,495	44,255
Total	1,686,393	1,534,189	3,220,582	1,254,580	2,562,689	2,317,269

Number of letter and newspapers exchanged between the United States and Kingdom of Prussia, in closed mails, during the fiscal year ended June 30, 1859.

	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Cunard line	202,614	306,772	12,869	47,112
Miscellaneous line	74,362	111,867	6,599	18,075
Havre line	58,709	78,748	5,531	9,803
Bremen line	35,289	21,572	3,887	4,441
German Lloyd line	9,999	5,122	1,050	627
Canadian line	7,537	15,776	612	1,397
Vanderbilt line	3,687	11,979	375	1,794
Total	392,197	551,836	30,923	83,249

Number of letters and newspapers exchanged between the United States and France during the fiscal year ended June 30, 1859.

	Number of letters.		Total letters.	No. of newspapers.		Total newspapers.
	Received.	Sent.		Received.	Sent.	
Cunard line	475,168	421,234	896,402	105,436	163,747	269,210
Miscellaneous line	76,038	109,186	185,224	16,581	48,771	65,352
Havre line	74,544	83,306	157,850	13,306	31,375	44,681
Bremen line	4,225	34,991	39,216	4,539	13,575	18,114
German Lloyd line	5,620	8,599	14,219	1,131	4,499	5,630
Candian line		11,416	11,416		4,929	4,929
Vanderbilt line	7,210	11,524	18,734	1,354	3,642	4,996
Total	642,805	680,256	1,323,061	142,347	270,565	412,912

Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1859.

Bremen line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Total	39,952	50,407	5,333	12,720

Number of letters and newspapers exchanged between the United States and Bremen during the fiscal year ended June 30, 1859.

German Lloyd line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Total	106,159	77,468	10,930	28,451

Number of letters and newspapers exchanged between the United States and Hamburg during the fiscal year ended June 30, 1859.

Hamburg line.	Number of letters.		Number of newspapers.	
	Received.	Sent.	Received.	Sent.
Total	51,191	100,794	7,899	27,496

Revenue to the United States, also to the United States Post Office Department, by Cunard line, for the fiscal year ended June 30, 1859.

Total postages on British mails by Cunard line		$503,758 06
United States portion, being $\frac{5}{24}$, for United States inland	$104,949 58	
Add postage on 929,547 newspapers sent, at two cents	18,590 94	
		123,540 52
The Post Office Department pays commissions to postmasters on above, viz :		
For distribution on unpaid distributed received, 92,672 79, at 12½ per cent	11,584 10	
For commissions to postmasters at offices where delivered, $92,672 79, at 30 per cent	27,801 83	
For distribution on paid distributed received, $64,598 02, at 12½ per cent	8,074 75	
For distribution on paid distributed sent, $95,050 62, at 12½ per cent	11,881 32	
For commissions to postmasters at offices where delivered, $95,040 62, at 30 per cent	28,515 18	
For distribution on unpaid sent, $93,228 66, at 12½ per cent	11,653 58	
For commissions to postmasters at New York, Boston, and Philadelphia, on—		
Unpaid received, $76,007 20, at 15 per cent	11,401 08	
Paid sent, $30,994 16, at 15 per cent	4,649 12	
Newspaper postage, $18,590 94, at 50 per cent	9,295 47	
		124,856 43
Deficit to the Post Office Department		1,315 91
Deduct United States inland on British mails		104,949 58
Total deficit to the Post Office Department		106,265 49

Closed mail account.

Letters.	Prussian, received.	Prussian, sent.	Canada, received.	Canada, sent.	California, received.	California, sent.	Havana, received.	Mexico, received.
	Ounces.	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*	*Ounces.*
Cunard line	67,168¾	97,646½	112,538¼	104,383½	10,743	2,654	7,057½	848½
Miscellaneous line	26,543	39,615½	394	23½	1,606½	2,021½	533	73
Havre line	19,110¼	23,057	57½	49½	861½	321	338	38
Bremen line	11,071¼	7,006	40	1¾	870½	679½	213	23
German Lloyd line	1,900	1,660	2½	.....	.....	.....	17	5¼
Canadian line	1,204	2,733	20¾	13	215¾	.....	106	28¼
Vanderbilt line	3,528	3,778	7	.....	.....	.....	72½	8¾
West India mails	.....	.....	.....	.....	1,126¼	.....	.....	.....
Total	130,525¼	175,496	113,060	104,471	15,423¾	5,676	8,337	1,025
Newspapers.	Number.	Number.	Number.	Number.	Number.	Number.	Number.	Number.
Cunard line	12,960	46,626	556,008	269,927	20,413	935	10,861	1,622
Miscellaneous line	6,827	19,467	468	6	4,663	476	569	121
Havre line	5,558	9,104	37	14	2,405	70	246	76
Bremen line	3,569	4,441	483	1	2,493	201	168	81
German Lloyd line	715	627	7	.....	.....	.....	26	34
Canadian line	304	752	4	.....	874	.....	72	10
Vanderbilt line	1,204	1,794	23	.....	.....	.....	75	8
West India mails	.....	.....	.....	.....	1,209	.....	.....	.....
Total	31,137	82,811	557,030	269,948	32,057	1,682	12,017	1,952

Receipts and disbursements, in closed mails, between the United States and Prussia during the fiscal year ended June 30, 1859.

RECEIPTS.		
Amount of postage on paid and unpaid sent	$167,884 33	
Deduct Prussian inland $\frac{7}{39}$	39,173 01	
		$128,711 32
Amount of postage on paid and unpaid received	120,758 98	
Deduct Prussian inland, $\frac{5}{39}$	20,126 39	
		100,632 59
Add newspaper postage on 83,249 newspapers sent, at 4 cents each		3,329 96
Total to the United States		232,563 87
DISBURSEMENTS.		
Amount paid Great Britain for carrying 67,168¾ ounces, at 61½ cents per ounce, and 97,646¼ ounces, at 57½ cents per ounce	97,455 52¼	
Amount paid miscellaneous line for carrying 66,158½ ounces, at 40 cents per ounce	26,463 40	
Amount paid miscellaneous line for carrying 26,294 newspapers, at 2 cents each	525 88	
Amount paid Havre line for carrying 42,167¼ ounces, at 40 cents per ounce	16,866 90	
Amount paid Havre line for carrying 14,662 newspapers, at 2 cents each	293 24	
Amount paid Bremen line for carrying 18,077½ ounces, at 40 cents per ounce	5,230 90	
Amount paid Bremen line for carrying 8,010 newspapers, at 2 cents each	160 20	
Amount paid German Lloyd line for carrying 3,560 ounces, at 40 cents per ounce	1,424 00	
Amount paid German Lloyd line for carrying 1,342 newspapers, at 2 cents each	26 84	
Amount paid Canadian line for carrying 3,937 ounces, at 40 cents per ounce	1,574 80	
Amount paid Canadian line for carrying 1,056 newspapers, at 2 cents each	21 12	
Amount paid Vanderbilt line for carrying 7,306 ounces, at 40 cents per ounce	2,922 40	
Amount paid Vanderbilt line for carrying 2,998 newspapers, at 2 cents each	59 96	
Commissions to United States postmasters	75,832 41	
		228,857 57
Revenue to United States Post Office Department		3,816 30

Statement of letters and newspapers, with the several postages, conveyed by various lines of ocean steamers during the fiscal year ended June 30, 1859.

Lines.	Offices.	Letters.	Newspapers.	Postages on letters received.	Postages on letters sent.	Total postages.
New York and California, *via* Aspinwall	New York	1,124,683	2,439,055	$22,353 92	$72,806 63	$155,160 55
	Boston	358,630	724,846	26,339 39	16,362 88	42,702 27
	Philadelphia	97,301	365,405	5,085 60	4,646 56	9,732 16
	Baltimore	29,852	31,845	1,869 88	1,478 21	3,348 09
	Saint Louis	76,540	104,500	3,816 33	4,628 82	8,445 15
	Chicago	178,543	120,148	11,437 97	7,853 72	19,291 69
	Cincinnati	42,605	158,450	1,611 48	3,140 95	4,752 43
	Savannah	1,531	600	170 39	.....	170 39
	New Orleans	62,284	5	2,636 43	3,555 91	6,192 34
New York and California, *via* Tehuantepec	.....do	34,593	14	3,163 34	713 99	3,877 33
Total		2,006,662	3,914,868	138,484 73	115,187 67	253,672 40
Add newspaper postage, at one cent						39,148 68
Total postages						292,821 09
Charleston and Havana	Charleston	57,773	29,892	5,747 06	2,075 16	7,822 22
	Savannah	29,287	32 226	1,440 51	794 93	2,235 44
Total		87,060	62,118	7,187 57	2,870 09	10,057 66
Add newspaper postage, at two cents						1,242 63
Total postages						11,300 02

New Orleans and Vera Cruz	New Orleans	14,201		1,254 61	1,323 65	2,578 26
Add newspaper postage, at two cents						
Total postages						2,578 26
West India Islands	Various offices	398,709	132,074	24,377 53	25,282 46	49,659 99
Add newspaper postage, at two cents						2,641 48
Total postages						52,301 47
Panama and Mexico	Various offices	45,022	28,172	3,483 82	6,418 24	9,902 06
Add newspaper postage, at four cents						2,126 88
Total postages						11,028 94
Aggregate total postages						370,029 77

Amount of postages on mails exchanged between the United States and the British Provinces during the fiscal year ended June 30, 1859.

Amount on unpaid received	$37,990 67	
Amount on paid received	44,924 74	
		$82,915 41
Amount on unpaid sent	31,955 98	
Amount on paid sent	50,561 27	
		82,517 25
Total amount		165,432 66
Amount collected in the United States	88,551 94	
Amount collected in the British Provinces	76,880 72	
Balance in favor of the United States		11,671 22

The United Kingdom of Great Britain and Ireland in account with the United States during the fiscal year ended June 30, 1859.

	1858.		1859.		Total.
	3d quarter.	4th quarter.	1st quarter.	2d quarter.	
DR.					
MAILS SENT.					
Postage on unpaid letters from United States for United Kingdom	$14,002 93	$13,741 32	$16,601 79	$14,706 69	$59,052 73
Postage on unpaid letters in transit	768 48	779 20	977 64	1,163 62	3,688 94
Postage on newspapers in transit	31 00	2 51	6 14	3 40	43 05
Postage on missent, &c., letters	6 05	11 88	11 95	13 07	42 95
MAILS RECEIVED.					
Postage on paid letters from United Kingdom for United States	13,755 19	13,793 82	16,112 84	13,895 59	57,557 44
Postage on paid registered letters	539 77	557 41	610 24	596 03	2,303 45
Postage on paid letters from foreign countries for United States	1,425 38	1,646 72	1,451 52	2,046 24	6,569 86
Postage on registered letters for foreign countries in transit	2 92	3 80	4 60	6 88	18 20
Postage on closed mails in transit through United States	14,212 04	14,678 44	15,925 05	12,659 38	57,474 91
Postage on loose letters collected on ships	41 95	27 84	27 05	43 60	140.44
Postage on dead letters returned to London	2,581 17	2,616 80	1,918 81	1,786 10	8,902 88
Overcharges on various letters and packages	100 28	96	26 88	34 00	162 12
Differences in adjustment of quarterly accounts					
	47,467 16	47,860 70	53,674 51	46,954 60	195,956 67
CR.					
MAILS RECEIVED.					
Postage on unpaid letters from United Kingdom for United States	30,978 24	30,358 99	35,718 95	31,751 88	128,808 06
Postage on unpaid letters from foreign countries	4,017 30	4,160 88	5,135 59	3,386 77	16,720 54
Postage on newspapers in transit	368 59	530 09	501 19	532 07	1,931 94

Postage on missent, &c., letters	19 55	29 64	34 96	34 06	118 21
Postage on closed mails in transit through United Kingdom	27,809 72	28,867 60	40,039 64½	30,262 82	126,979 78½
MAILS SENT.					
Postage on paid letters from United States for United Kingdom	23,794 97	25,391 10	25,823 85	25,067 47	100,077 39
Postage on paid registered letters from United States for United Kingdom	430 19	368 25	448 32½	312 66	1,559 41½
Postage on paid letters for foreign countries, &c	2,314 92	2,681 94	2,882 32	2,599 25	10,478 43
Postage on newspapers in transit	328 70	359 66	464 90	468 97	1,622 23
Postage on letters and papers to West India ports	1,579 76	1,760 20	1,690 07	1,482 36	6,512 39
Postage on loose letters collected on ships	17 04	11 70	26 21	....	54 95
Postage on dead letters returned to Washington	390 80	371 14	362 59	455 85	1,580 38
Overcharges on various letters and packages	51	26 87	23 76	16 61	67 75
Differences in adjustment of quarterly accounts	2 00	3 04	38 77		43 81
	92,052 29	94,941 10	113,191 12	96,370 77	396,555 28
Balances in favor of the United Kingdom	44,585 13	47,080 40	59,516 61	49,416 17	200,598 31

The Kingdom of Prussia in account with the United States during the fiscal year ended June 30, 1859.

	1858. 3d quarter.	1858. 4th quarter.	1859. 1st quarter.	1859. 2d quarter.	Total.
Dr.					
MAILS SENT.					
Postage on unpaid letters from United States	$13,085 39	$13,929 16	$18,483 03	$13,417 97	$58,915 55
Postage on unpaid letters in transit	546 48	585 92	941 07	662 13	2,735 60
Postage on missent, &c., letters	65	1 59	50	2 27	5 01
MAILS RECEIVED.					
Postage on paid letters from Prussia	5,447 65	5,242 90	6,680 98	5,340 68	23,012 21
Postage on paid newspapers	318 54	300 28	312 45	344 84	1,276 11
Postage on paid letters for foreign countries	133 26	120 03	136 37	136 92	526 58
Overcharges on various letters	25	2 60	.....	.....	2 85
Overcharges on dead letters returned to Berlin	317 19	224 16	237 93	.....	779 28
	19,849 41	20,706 64	26,792 33	19,904 81	87,253 19
Cr.					
MAILS SENT.					
Postage on paid letters for Prussia	4,164 09	3,978 01	6,139 40	4,103 71	18,385 21
Postage on paid letters for States beyond	1,253 86	1,248 37	1,645 94	1,156 25	5,304 42
Postage on paid newspapers for Prussia	399 55	384 01	510 09	385 06	1,678 71
MAILS RECEIVED.					
Postage on unpaid letters from Prussia	3,287 25	3,277 80	4,258 80	3,536 75	14,360 60
Postage on unpaid letters from States beyond	774 62	836 50	1,297 74	1,115 21	4,024 07
Postage on missent, &c., letters	40 99	31 55	31 90	27 32	131 76

Postage on dead letters returned to Washington	166 32	180 60	179 02	176 94	702 88
Overcharges on various letters and packages	60	.....	2 90	2 99	6 49
Differences in adjustment of quarterly accounts	22	.....	.....	.....	22
	10,087 50	9,936 84	14,065 79	10,504 23	44,594 36
Balances in favor of the United States	9,761 91	10,769 80	12,726 54	9,400 58	42,658 83

The General Post Office of France in account with the United States during the fiscal year ended June 30, 1859.

	1858. 3d quarter.	1858. 4th quarter.	1859. 1st quarter.	1859. 2d quarter.	Total.
Dr.					
MAILS SENT.					
Postage on unpaid letters from the United States for France, &c	$3,166 26	$3,267 33	$3,298 86	$3,325 17	$13,057 62
Postage on unpaid letters from the United States for countries beyond	1,307 03	1,359 00	1,476 95	1,414 96	5,557 94
Postage on letters not prepaid, &c., for France, &c	349 90	329 20	507 71	798 32	1,985 13
Postage on letters not prepaid for countries beyond	49 51	59 00	91 01	107 87	307 39
Postage on missent, &c., letters	2 66	3 35	3 28	2 88	12 17
Postage on resent, &c., letters	18	1 47	1 97	2 19	5 81
MAILS RECEIVED.					
Postage on letters for the United States prepaid, &c., from France, &c	3,285 73	3,164 07	3,257 64	3,389 68	13,097 11
Postage on letters for the United States prepaid from countries beyond	771 11	781 34	836 56	814 55	3,203 56
Postage on letters prepaid for countries beyond the United States	536 28	526 24	486 78	504 61	2,053 91
Postage on letters prepaid for countries beyond the United States from countries beyond	4 51	4 66	5 23	2 49	16 89
Postage on dead letters returned to France	664 83	263 01	289 50	371 04	1,588 38
Overcharges on various letters					
	10,137 99	9,758 67	10,255 49	10,733 76	40,885 91
Cr.					
MAILS RECEIVED.					
Postage on unpaid letters from France, &c., for United States	4,042 19	4,393 23	4,591 83	4,271 91	17,299 16
Postage on unpaid letters from France, &c., for countries beyond	36	36		3 90	4 62
Postage on letters not prepaid, &c., for United States	6,356 98	5,855 12	7,789 22	6,411 07	26,412 39
Postage on letters not prepaid, &c., for countries beyond United States	3 24		37		3 61
Postage on missent, &c., letters	1 48	1 36	3 75	93	7 52
Postage on resent, &c., letters	21 68	34 46	27 72	19 65	103 51

MAILS SENT.					
Postage on letters for France, &c., from United States	5,631 34	6,186 47	6,626 73	5,835 41	24,279 95
Postage on letters for France, &c., from countries beyond	44 04	41 04	1 02		86 10
Postage on prepaid letters for countries beyond France from United States	2,204 45	2,456 98	2,656 53	2,356 80	9,674 76
Postage on prepaid letters for countries beyond United States	23 58	27 54			51 12
Postage on dead letters returned to Washington	46 92	44 46	72 27	27 63	191 28
Overcharges on various letters	45	42	1 61	1 65	4 13
	18,376 71	19,041 44	21,771 05	18,928 95	78,118 15
Balances in favor of France	8,238 72	9,282 77	11,515 56	8,195 19	37,232 24

The Post Office of Bremen in account with the United States during the fiscal year ended June 30, 1859.

	1858. 3d quarter.	1858. 4th quarter.	1859. 1st quarter.	1859. 2d quarter.	Total.
DR.					
MAILS SENT.					
Postage on unpaid letters from United States for Bremen	$1,015 98	$765 38	$249 75	$335 16	$2,366 27
Postage on unpaid letters from United States for states beyond	25 65	40 35	87 21	75 39	228 60
Postage on unpaid letters from foreign countries		12 35		10 80	23 15
Postage on missent, &c., letters	61	82	54	24	2 21
MAILS RECEIVED.					
Postage on paid letters from Bremen for United States	906 83	326 01	450 80	403 73	2,087 37
Postage on paid letters from Bremen for states beyond					
Postage on paid letters for countries beyond United States	56 57	35 85	52 09	52 77	197 28
Postage on newspapers from Bremen	59 11	26 23	38 60	36 26	160 20
Postage on pamphlets fro n Bremen	87	1 32	8 06	12 85	23 10
Postage on dead letters returned to Bremen	90 34	67 08	115 13	118 48	391 03
	2,155 96	1,275 39	1,002 18	1,045 68	5,479 21
CR.					
MAILS RECEIVED.					
Postage on unpaid letters from Bremen for United States	1,053 53	1,890 83	3,693 33	3,489 60	10,127 29
Postage on unpaid letters from Bremen for states beyond	863 75	93 92	381 92		1,339 59
Postage on unpaid letters from Bremen for countries beyond United States					
Postage on missent, &c., letters	18 76	7 53	5 94	7 23	39 46
MAILS SENT.					
Postage on paid letters from United States for Bremen	124 55	159 12	202 42	251 82	737 91
Postage on paid letters from United States for states beyond	1,449 18	1,694 96	2,353 97	2,318 25	7,816 36

Postage on paid letters from United States for countries beyond United States					
Postage on paid newspapers from United States for Bremen	120 83	191 38	169 70	232 97	714 88
Postage on paid registered letters from Bremen for United States	56 89	68 04	67 22	58 00	250 15
Postage on dead letters returned to Washington					
	3,687 49	4,105 78	6,874 50	6,357 87	21,025 64
Balance in favor of Bremen	1,531 53	2,830 39	5,872 32	5,312 19	15,546 43

The Post Office of Hamburg in account with the United States during the fiscal year ended June 30, 1859.

	1858. 3d quarter.	1858. 4th quarter.	1858. 1st quarter.	1859. 2d quarter.	Total.
Dr.					
MAILS SENT.					
Postage on unpaid letters from United States for Hamburg	$454 75	$364 00	$68 70	$407 20	$1,294 65
Postage on unpaid letters from United States for states beyond	162 65	137 30	22 25	93 50	415 70
Postage on unpaid letters from foreign countries	30	17 45	2 00	22 95	42 70
Postage on missent, &c., letters	34			20	54
MAILS RECEIVED.					
Postage on paid letters from Hamburg for United States	183 15	164 50	172 95	246 05	766 65
Postage on paid letters from states beyond for United States	9 85	10 05	8 05	19 03	46 98
Postage on paid letters for countries beyond United States	89 32	69 22	44 44	67 37	270 35
Postage on paid newspapers from Hamburg	22 41	19 86	19 96	34 30	96 53
Postage on paid pamphlets from Hamburg					
Postage on paid registered letters from Hamburg	9 20	12 02	12 50	11 25	44 97
Postage on dead letters returned to Hamburg	8 35	40 55		31 45	80 35
	940 32	834 95	350 85	933 30	3,059 42
Cr.					
MAILS RECEIVED.					
Postage on unpaid letters from Hamburg for United States	813 61	622 87	854 15	835 20	3,125 83
Postage on unpaid letters from states beyond					
Postage on unpaid letters for countries beyond United States					
Postage on missent, &c., letters	5 45		8 90	5 00	19 35

MAILS SENT.					
Postage on paid letters from the United States for Hamburg	259 65	204 30	38 45	217 75	720 15
Postage on paid letters from the United States for states beyond	2,600 59	1,780 66	391 90	2,091 13	6,864 28
Postage on paid letters from countries beyond the United States		519 86			519 86
Postage on paid newspapers from United States for Hamburg	176 93	161 89	34 70	133 82	507 34
Postage on paid pamphlets from United States for Hamburg	4 64	3 82	1 84	3 94	14 24
Postage on paid registered letters	77 33	63 74	12 00	30 71	183 78
Postage on dead letters returned to Washington		8 90		5 00	13 90
	3,938 20	3,366 04	1,341 94	3,322 55	11,968 73
Balances in favor of Hamburg	2,997 88	2,531 09	991 09	2,389 25	8,909 31

Balances due the United Kingdom of Great Britain and Ireland, on adjustment of accounts, during the fiscal year ended June 30, 1859.

Third quarter, 1858	$44,585 13
Fourth quarter, 1858	47,080 40
First quarter, 1859	59,516 61
Second quarter, 1859	49,416 17
Total	200,598 31

Balances due the United States, on adjustment of accounts with the Kingdom of Prussia, during the fiscal year ended June 30, 1859.

Third quarter, 1858	$9,761 91
Fourth quarter, 1858	10,769 80
First quarter, 1859	12,726 54
Second quarter, 1859	9,400 58
Total	42,658 83

Balances due France, on adjustment of accounts, during the fiscal year ended June 30, 1859.

Third quarter, 1858	$8,238 72
Fourth quarter, 1858	9,282 77
First quarter, 1859	11,515 56
Second quarter, 1859	8,195 19
Total	37,232 24

Balances due Bremen, on adjustment of accounts, during the fiscal year ended June 30, 1859.

Third quarter, 1858	$1,531 53
Fourth quarter, 1858	2,830 39
First quarter, 1859	5,872 32
Second quarter, 1859	5,112 19
Total	15,546 43

Balances due Hamburg, on adjustment of accounts, during the fiscal year ended June 30, 1859.

Third quarter, 1858	$2,997 88
Fourth quarter, 1858	2,531 09
First quarter, 1859	991 09
Second quarter, 1859	2,389 25
Total	8,909 31

Amount of postages accounted for on foreign dead letters returned to and sent from the United States with the undersigned countries during the fiscal year ended June 30, 1859.

United Kingdom to United States	$1,580 38
Kingdom of Prussia to United States	.....
France to United States	.....
Bremen to United States	.....
Hamburg to United States	13 90

United States to United Kingdom	$8,902 88
United States to Kingdom of Prussia	.....
United States to France	.....
United States to Bremen	391 03
United States to Hamburg	80 35

Amounts reported as being due the Havre line, being the sea and inland postages.

Steamers.	Trips.	Amounts.
Fulton	Round trip, July 24—September 7, 1858	$6,799 67
Arago	Round trip, August 21—October 6, 1858	6,695 73
Fulton	Round trip, September 18—November 2, 1858	6,689 39
Arago	Round trip, October 16—November 29, 1858	8,300 56
Fulton	Round trip, November 13—January 4, 1859	8,107 79
Arago	Round trip, December 11—January 29, 1859	8,894 95
Fulton	Round trip, January 8—February 26, 1859	10,355 49
Fulton	Round trip, March 5—April 22, 1859	8,317 12
Arago	Round trip, April 2—May 17, 1859	8,001 54
Fulton	Round trip, April 30—June 13, 1859	7,348 59
Arago	Round trip, May 28—July 11, 1859	8,271 05
Fulton	Round trip, June 25—August 11, 1859	7,195 56
		94,977 44
Ariel	Round trip, May 7—June 8, 1859	7,395 19
Ariel	Outward trip, June 18, 1859	4,035 24

Amounts reported as being due the Bremen line, being the sea and inland postages.

Steamers.	Round trips.	Amounts.
Ariel	Round trip, July 10—August 26, 1858	$7,842 92
North Star	Round trip, July 31—August 31, 1858	7,559 72
Northern Light	Round trip, August 7—September 21, 1858	7,829 87
Ariel	Round trip, September 4—October 21, 1858	8,164 79
North Star	Round trip, September 11—October 14, 1858	6,160 83
Vanderbilt	Round trip, October 2—November 15, 1858	8,024 56
Ariel	Round trip, October 30—December 26, 1858	8,514 23
		54,096 92

Amounts reported as being due the "miscellaneous" line, being the sea postages.

Steamers.	Trips.	Amounts.
Vanderbilt	Round trip, July 3—August 1, 1858	$7,244 21
Vanderbilt	Round trip, August 14—September 13, 1858	7,654 68
City of Washington	Round trip, July 17—August 18, 1858	5,806 67
City of Washington	Round trip, August 28—September 27, 1858	5,439 64
Vigo	Round trip, September 25—October 26, 1858	4,182 41
City of Washington	Outward trip, October 9, 1858	2,441 40
City of Baltimore	Round trip, October 23—November 23, 1858	4,968 92
Kangaroo	Inward trip, November 9, 1858	2,035 31
Vigo	Outward trip, November 6, 1858	2,454 03
Kangaroo	Round trip, November 20—December 26, 1858	4,838 36
City of Baltimore	Outward trip, December 4, 1858	3,484 44
City of Washington	Inward trip, December 12, 1858	1,762 92
City of Washington	Round trip, December 18—January 19, 1859	6,486 16
Kangaroo	Round trip, January 1—February 8, 1859	6,234 09
City of Manchester	Round trip, January 15—February 24, 1859	6,722 30
City of Washington	Outward trip, January 29, 1859	5,108 14
Etna	Outward trip, February 5, 1859	2,599 41
Kangaroo	Outward trip, February 12, 1859	4,200 66
City of Baltimore	Inward trip, March 1, 1859	2,722 70
Lebanon	Outward trip, February 26, 1859	1,551 31
City of Washington	Inward trip, March 16, 1859	2,672 08
Kangaroo	Inward trip, March 30, 1859	2,507 57
City of Baltimore	Round trip, March 12—April 12, 1859	6,090 69
City of Washington	Round trip, March 26—April 25, 1859	3,989 02
Kangaroo	Round trip, April 9—May 11, 1859	3,285 23
		106,482 35

NOTE.—The first-named steamer allowed the sea and inland postages on both trips.

Amounts reported as being due the Vanderbilt line, being the sea and inland postages.

Steamers.	Trips.	Amounts.
Vanderbilt	Round trip, April 23—May 21, 1859	$4,957 28
Ocean Queen	Round trip, May 21—June 21, 1859	7,505 83
Vanderbilt	Round trip, June 4—July 3, 1859	8,039 18
		20,552 29

Amount reported as being due the German Lloyd line, being the sea postages.

Steamers.	Round trips.	Amounts.
New York	Round trip, February 19 to April 5, 1859	$3,793 81
Bremen	Round trip, March 19 to May 1, 1859	3,514 86
New York	Round trip, April 16 to May 29, 1859	4,280 44
Bremen	Round trip, May 14 to June 26, 1859	4,099 17
New York	Round trip, June 11 to July 25, 1859	3,556 09
		19,244 37

Amounts reported as being due the Canadian line, being the sea postages.

Steamers.	Trips.	Amounts.
North America	Inward trip, January 13, 1859	$2,235 69
North America	Outward trip, January 21, 1859	2,004 51
Indian	Round trip, February 15 to February 26, 1859	2,892 73
North Briton	Round trip, March 11 to March 26, 1859	3,750 49
Indian	Round trip, April 7 to April 23, 1859	1,931 19
Nova Scotian	Outward trip, April 9, 1859	1,707 09
		14,521 70

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